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RECORD

OF THE

SHIPPING OF YARMOUTH, N

CONTAINING

A LIST OF VESSELS OWNED IN THE COUNTY OF YARMOUTH ITS SETTLEMENT IN 1761. CHRONOLOGICALLY ARRANGEI

-ALSO-

A LIST OF VESSELS LOST DURING THE SAME PERIOD, G
THE NAMES OF CREWS, AMOUNTS OF INSURANCES, CARGVOYAGES, AND OTHER DETAILS; A LIST OF VESSEI
OWNED IN YARMOUTH JANUARY 18T, 18T6; AND
OTHER INFORMATION IN REFERENCE TO THE
MERCANTILE MARINE OF THE COUNTY.

COMPILED BY

J. MURRAY LAWSON.

YARMOUTH, NOVA SCOTIA. 1876. HE
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Entered according to Act of Parliament of Canada, in the year one thousand eight hundred and seventy-six, by

J. MURRAY LAWSON,

IN THE OFFICE OF THE MINISTER OF AGRICULTURE.

J. & A. McMillax, Printers, St. John, N. B.



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PREFACE..

In presenting the public with the following "Record" of the Mercantile Marine of Yarmouth, an explanation of the circumstances that have induced its publication may not be out of place.

The records of the progress of any locality are generally full of interest to its inhabitants; but to a community whose principalisource of prosperity has always been found in the extension of maritime enterprise, these records at once possess a more general and varied interest,—for the lives of those "who go down to the sea in ships, that do business in great waters," have always been connected with thrilling adventure, daring exploit, and noble self-denial. To the "sails that whiten every sea" is civilization indebted for that commerce which is the life of the nations; and while these argosies of trade are ever contributing to the sustenance of mankind, it is with a feeling of pride that we can point to the maritime enterprise that has characterized Yarmouth from the first year of her existence. This compilation shows that to-day she stands unrivalled among the Ports of the world in the value and tonnage of her Shipping, proportionate to her population.

The compiler of the present volume has for some time thoughtthat a collection of facts concerning the Shipping of Yarmouth,. from the earliest period of her history to the present time, would be both interesting and valuable. There are also many thrilling accounts of losses of Yarmouth vessels that have been published only as the disasters occurred, or some of them existing only inmanuscript in the possession of individuals. These narratives hehas endeavored to collate as correctly and systematically as possible; and in them the following Record will possess, perhaps, its greatest interest: It will be seen that, during the past history of Yarmouth, a large fleet—nearly six hundred vessels—has been lost from the port, and while harrowing tales of Shipwreck have become familiar to dwellers by the sea, it is a sad reflection that our own history has contributed so largely to their number. The valiant deeds of the hardy sons of Neptune have always been celebrated in prose and song; and while this class of our population are continually exposed to dangers unknown to landsmen, it is fitting that they should receive a grateful recognition of their services in behalf of humanity. While looking over the list of vessels that have been lost out of Yarmouth where the melancholy addition "All hands perished," or "Not afterwards heard of," forces itself upon our attention, we are reminded of homes made desolate, of wife, child and friend bereft of the companionship and support of those who have gone down in the depths, darkness and storm of old Ocean.

In preparing this volume many difficulties presented themselves at the outset. To secure correct data of the various disasters and the names of officers, crews and passengers who have been lost, particularly during the earlier years of our history, was no easy task. The compiler could not have been successful without the hearty and generous assistance tendered him by several persons, whose kindness he would here gratefully acknowledge. thanks are especially due to Drs. Jos. B. Bond and G. J. Farish for the loan of early Records of the County, without access to which the following compilation must have been very incomplete and unsatisfactory. Also, to Henry A. Hood and William McGill, Esquires, of H. M. Customs at Yarmouth, for their very valuable aid in enabling him to use the official Registry of the Port. To the other gentlemen who, by data in their possession, and by their vivid recollections, have aided him in grouping historical facts in connection with our Shipping, he begs to offer sincere thanks.

It could scarcely be supposed that every date given in the following pages would exactly agree with dates previously accepted; but the compiler has endeavored to be as accurate as possible in this respect; and he thinks that, with few exceptions, the present

PREFACE.

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statement will be found correct. The Argyle and Pubnico portion may be somewhat incomplete, as it was quite impossible to obtain precise information respecting the Shipping owned in these localities.

It will be noticed that in the year 1787 there is a very large increase in the number of vessels recorded. This is owing to the fact that this was the first year in which any detailed account of ownership was kept, and many of these vessels had probably been built during previous years. There will be observed in the year 1855 another remarkable increase, which is in consequence of the Shipping of outlying ports in the County being for the first time enumerated. From that date the list embraces all Shipping owned in the County.

One important fact is worth remembering: that in only one year (1843) since 1825, has the tonnage of the Port suffered a decrease; each year since that date showing an increase over its predecessor. It is also gratifying to know that the tonnage of the two hundred and sixty vessels owned at our Port to-day, is more than one-third of the entire tonnage registered in it since the settlement of the place,—a fact which conclusively shows the enormous increase in the size of our vessels as compared with those of even a-quarter of a century ago.

By exercial reference to the statistics of the following pages, the reader will understand how much of the prosperity of Yarmouth has been due to her Shipping; and it is in the hope that such reference will be often made that the subscriber would ask those who are interested in our Mercantile Maxine to consider this little work as the result of an effort to keep in historic and compact form the records of the Shipping of our Port. The labour bestowed upon it has been extensive, and the task an arduous one; and if the public find the work either interesting or useful, the principal aim of the compiler will be accomplished.

J. MURRAY LAWSON.

YARMOUTH, N. S., JANUARY, 1876.

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YARMOUTH SHIPPING.

PROGRESS OF THE SHIPPING ENTERPRISE OF YARMOUTH.

A MOST interesting subject of inquiry in connection with the Shipping interests of Yarmouth presents itself when we come to ask why such a community should have so completely devoted itself to this branch of enterprise and industry. The growth and development of the Shipping interests of the whole Province would be found to have resulted, to a large extent, from many of the same causes.

The great sources of Nova Scotia's wealth are the mercantile marine, the fisheries, agriculture, and minerals. In the Shipping department, Nova Scotia stands at the head of the list among the Provinces of the Confederation. She has twenty Ports of Registry, and two thousand seven hundred and eighty-seven vessels, measuring four hundred and eighty thousand tons.

New Brunswick has five Ports of Registry, and eleven hundred and fifty vessels, measuring two hundred and ninety-five thousand tons.

Quebec has six Ports of Registry, with eighteen hundred and forty vessels, of an aggregate tonnage of two hundred and nineteen thousand tons.

These three, being the principal Maritime Provinces of the Dominion, serve to show the great preponderance of Nova Scotia in this department of enterprise. It is quite natural that Nova Scotia should lead the other Provinces, having, as she does, the greatest proportionate extent of sea-coast, and the largest, best, most numerous and convenient harbours and anchorages. But what has urged the people of this town forward so rapidly in outstripping other and, in some respects, more favourably situated localities, in the number of vessels and amount of tonnage?

Halifax, the Capital of the Province, with double the population of the whole County of Yarmouth, famed as one of the wealthiest cities of its size in the world, and blessed with one of the most magnificent harbours on the face of the globe, owns vessels measuring one hundred and seventeen thousand tons, while the Port of Yarmouth registers over one hundred and thirty-four thousand tons. During the year 1874 the tonnage of vessels added to the registry of Halifax amounted to eleven thousand tons; while to that of Yarmouth were added vessels measuring nearly twenty-three thousand tons. The figures elsewhere exhibited show the yearly growth of the tonnage of this Port.

It is not too much to say, that the genius of the place is a maritime genius. In the private offices, the insurance parlours, and to quite a large extent in the halls and reception rooms of private dwellings may be seen the omnipresent marine picture, representing some "gay and gallant bark" whose voyages have yielded wealth and prosperity to its owner.

The real cause of the development of Yarmouth Shipping may be traced to the fact that, in the long run, it has been found to pay excellent dividends on the capital invested. The community has come to understand the requirements of commerce, and has adapted itself to them. The visitor to the Old World is shown vast cities in which one branch of art or industry has obtained the pre-eminence. Here he finds a whole population devoted to lace; there, to carpets; in another city, silk fabrics are the prin-



cipal manufacture; while in another he finds, perhaps, the manufacture of linen, or thread, or woollen cloths predominating. So, in the community of Yarmouth the pioneers of its prosperity pointed the way in the direction of Shipping industry. This interest was found, on the whole, to be profitable, and has consequently been sustained and developed until it has completely overshadowed all others.

No more interesting chapter in the history of Shipping could be written than one describing the different styles of hull, the various methods of navigation, and the constantly changing and improved systems of construction of theships of the world for the past two hundred years. The materials for such a chapter exist in profusion in books, ancient and modern, in the public and private picture galleries of both Continents, and in the memories and traditions of sea-faring people. But neither the scope of this work, nor the time at the author's disposal, will allow of any exhaustive treatise on this subject. The mere display of a set of engravings illustrating naval architecture from early days to the present, would show the marvellous changes that time, necessity and genius have made in the art of ship-building. We would then be able at a glance to contrast the trireme of ancient Greece with its lofty prow and carven stern, its three banks of oars, and its awkward spars and single sail, with the splendid clipper ship of America or England. Coming to times still more modern, and contrasting the vessels of our own country as they were built eighty years ago and those of the present day, scarcely less astonishment would be created. antique shallop, with both ends alike, without bowsprit, and with scarcely any of the sails in shape and position asthey are now rigged, would look queer beside the beauteous vacht or the elegant fishing schooner and West Indiaman that may now be seen in our harbours and skirting our coasts. We have listened with attention to a description. of the steering apparatus of olden times, and to a recital of the improvements made necessary by the demands and exigencies of navigation. When one considers to what a great extent these improvements have been carried, and the numerous details in which they have been found necessary or expedient, some idea of the changes in naval architecture may be gained.

It is not too much to say, that not only is the shape of the hull continually undergoing modification, but that the whole operation of navigating vessels in the deep seas, has also undergone radical change within the last century. The size, number, relative position, method of working and quality of material of the sails, have been constantly undergoing alterations. The arrangement of the spars, as well as the kinds of wood employed, their rake, height and supports, have been from time to time altered, as the caprices of maritime fashion or the necessities of navigation demanded. Bitter controversies have raged on points which, to a "land lubber," seem quite inadequate to cause such agitation, but which, to navigators, ship-builders, governments and underwriters, have been deemed of vast importance. On the whole, however, all changes have steadily moved towards perfection. Wood is now used in the construction of ships which was utterly condemned by surveyors a few years ago; and many qualities, at one time much esteemed, have fallen into disuse on account of scarcity. cost, or lack of durability.

A glance at the tables in this book will show the changes in the relative size of vessels hailing from the port of Yarmouth in days gone by; but these tables cannot illustrate the vast difference in the construction, rig, cost, capacity, speed, or appearance of the vessels of the past half and quarter of a century. Many are still alive who can well remember seeing a full-rigged ship of three hundred tons, and can recollect the feelings of awe and admiration at one



time inspired by a ship of five hundred tons. To-day, a fifteen hundred ton ship, though a handsome sight, is neither an awe-inspiring nor a novel one, while many new ones are yearly sent to sea averaging over a thousand tons each, and without causing more than a passing remark.

If the construction, appointments and appearance of ships have improved perceptibly, it has not been accomplished without increased effort and expense. As competition in the freight markets of the world increased, so did the necessity of speed and capacity in the carrying tonnage increase. All the implements and facilities of navigation have been greatly improved. In consequence of the more complete light-house system, the more correct and better illustrated coast charts, the fuller deductions of astronomers by which the reckoning of navigators is rendered absolutely correct, a voyage to the remotest parts of the world is rendered little more difficult than a trip across the Bay of Fundy was sixty years ago.

What wonderful revolutions has trade seen and caused within a hundred years! How well our freighting merchants have anticipated and availed themselves of the "tide in the affairs of men which, taken at the flood, leads on to fortune," it is needless to say; but, as the tide cannot always be at the flood, they have had also to encounter the ebb tides in commerce, and it is especially at such times that their business intelligence, skill and indomitableness have been displayed. The restless and relentless energy of trade has diverted shipping, like other branches of enterprise, into various new channels. The iron trade, cotton trade, and the guano trade, are a few of the more prominent and glaring instances of the vicissitudes alluded to.

The discovery of oil in Pennsylvania created a vast revolution in freighting and commerce for a few years. Whilst it paralyzed the trade of the places that were dependent mainly upon the whale fishery, it aroused an enormous

activity in the general Ocean carrying trade, as well as in the inland traffic. All ship-owners rejoiced in the activity thus induced, and nearly all greatly benefited by it.

In these varied trade interests of the times, the town of Yarmouth, however small a speck on the map of the world, is greatly interested. Her sons are to be found commanding her ships in every quarter of the globe. Some are hastening to and from Great Britain and the Pacific coast of South America to load, or loaded with guano, hides, coal, general merchandise or munitions of war. Some are even gathering freights as far north as Oregon in the Pacific; while a large number are always sailing to and from the La Plata and Ports on the eastern coast of South Ame-The East Indies, China and Australia have been frequented in past years to some extent by Yarmouth ships, but not so much so at present. The Atlantic trade, however, is, and will probably for some time continue to be, the principal theatre for traffic for Yarmouth and other Provincial ships.

We cannot more appropriately conclude this department of our work than by copying the following extract from the "Illustrated Guide Book to Canada of 1874," prepared by Messrs. Adam, Stevenson & Co., of Toronto:

"The district which is most distinguished in Nova Scotia, and perhaps in the world, for the amount of shipping which it owns, is the County of Yarmouth, at the S. W. point of the Province. The tonnage per capita of the whole County is somewhere about fifteen tons, whilst that owned in the Township of Yarmouth yields an average of twenty tons to every individual. It is significant, too, that the size of the vessels is steadily and rapidly increasing; for Yarmouth is not only busy with coasting and Provincial trade; she does the carrying of a good deal of the world, and yessels from that corner of Nova Scotia are found in all waters."

LIST OF VESSELS

OWNED IN THE COUNTY OF YARMOUTH, N. S., SINCE ITS SETTLEMENT IN 1761 TO THE PRESENT YEAR.

Those marked (*) are Vessels purchased from other Ports.

- 1761—Tradition says that the first settlers who came this year brought one Shallop, named the "Pompey," with them, of about 25 tons, and that she continued to be owned at Chebogue.
- 1763-4—John Sollows, soon after his arrival, built a Shallop of about 25 tons, on "Fish Point," Yarmouth harbour. This was the first vessel launched in Yarmouth County.
- 1763-5—David Pearl, Ebenezer Clark and James Allen built a Schooner (supposed to be the "James,") at the mouth of "Broad Brook." The keel of this vessel was the first laid in the County.
- 1765—Amos Hilton and James Kelley, who came about this date, each brought a Shallop with them.

Note.—The following notes have been gathered from private memoranda and unofficial documents of the time, and may be regarded as authentic. The official register commences in 1787.

- 1762—Seth Barnes owned the Schooner "Elizabeth."

 Ephraim Cook and George Ring owned a Schooner.
- 1764—There were 4 Schooners owned here, namely:

The "Elizabeth," by Seth Barnes;

- 1 by Ephraim Cook and George Ring;
- 1 by Peleg Holmes;
- 1 by Samuel Oates.

- 1768-Ephraim Tinkham owned a Schooner.
- 1771—Seth Barnes owned the "Sloop," (perhaps a Sloop.)
 Ephraim Cook owned the "Lark."
- 1772—Seth Barnes owned the "Polly,"—bought at the Hudson River.
- 1775—Seth Barnes owned the "Pelmel," 30 tons.

 Seth Barnes and Stephen Gallishan owned the
 "Ranger."
- 1776-George Ring owned the "Lucy" and "Freedom."
- 1781—Zachariah Foote owned the Sloop "Zachariah Foote," about 25 tons.
- 1783—Seth Barnes owned the "Dove."

 Lewis Blanchard owned a Schooner of 18 tons.
- 1784—Ephraim Cook owned the "Fair Lady."
- 1785—Samuel S. Poole owned the whole or part of a vessel.
- 1786—Samuel S. Poole and James Cain owned the "Dove."

 Manasseh and Ephraim Cook owned a vessel.

 Ephraim Cook owned a vessel with George Ring

 and Nathan Weston.

1787.

BRIG-

Hope, 48, Abner Barrows, James Cain.

SCHOONERS-

Nancy, 69, Benjamin Barnard.

Fanny, 44, Henry Hilton, Samuel Kelley.

Polly, 86, Elisha and Ezekiel Ellis.

Patty, 30, Nathan Utley.

Betsey, 30, Knowles Crosby.



Prosperity, 80, James Kelley.

Sally, 80, Philip Goudey, Samuel S. Poole.

Polly, 28, James Cain.

Betsey, 26, Joseph and John Walker.

Polly, 25, John McGray.

Betsey, 24, Benjamin Barnard, Alexander Bain.

Polly, 24, Abial Burgess.

Polly, 23, John Trask.

Hannah, 20, Thomas Flint.

. Escape, 20, Amasa Durkee, Elisha Perry.

Hawk, 17, Benjamin Brown.

Three Friends, 14, John Allen.

Lucy, 14, Rufus Utley.

Greyhound, 14, Abial Burgess.

Polly, 14, Samuel Tedford.

Polly, 12, Lemuel Crosby.

Sparrow, 12, Seth Tinkham, Comfort Haley: Sukey, 12, Joshua Trefry, Nehemiah Porter.

----- Ebenezer Haley.

1788.

SCHOONERS-

Elsey, 40, John Cann.

Pearl, 28, Theophilus Crosby, Zephaniah Kingsley.

Janet, 28, John Killam, Josiah Porter.

Prosperity, 25, Jeremiah Allen.

Hawk, 24, Abner Barrows, James Cain.

Polly, 23, Zephaniah Kingsley.

Mary, 18, Jonathan Corning.

Jenny, 9, Jabez Landers.

SLOOPS- ·

Sally, 30, Thomas Parry.

Friendship, 24, John McGray.

1789.

SCHOONERS-

22

Lucy, 40, Ezekiel Ellis.

Sally, 37, Joseph Bydder.

Lucretia, 32, Amasa Durkee, David Corning.

Model, 80, John Cann.

---, 22, Ephraim Cook.

Success, 16, Marcus Ring, Joseph and Jabez Robinson. Phæbe, 14, Christopher and Alexander Strickland.

1790.

BRIG-

Argo, 64, Zephaniah Kingsley.

SCHOONERS-

Five Sisters, 52, Benjamin Barnard, John Clements.

Peggy, 50, James Kelley.

Fox, 31, Ezekiel Ellis.

Vigilant, 30, Joseph Ellis, Edward Baker.

Betsey, 17, John Cann.

1791.

SCHOONERS-

Success, 60, John McGray, W. T. Vivian.

Pilgrim, 57, Benjamin Barnard.

Deborah, 40, Horace, Nathan and Edward Baker.

Hawk, 35, Amos Hilton.

Charlotte, 28, Nathan Elwell.

Eagle, 26, Ezra Churchill.

Dolphin, 25, Alexander Bain.

Mary, 17, Henry Coggins.

---, 16, Nathan Weston.

----, 8, Rufus Utley.

1792.

SCHOONERS-

Betsey, 80, William Larkin.



23

Rainbow, 29, Nathan Utley and others. Dolphin, 27, Comfort Haley. Polly, 27, Joseph Porter. Mary, 18, John Allen. Nancy, 16, Abial Robbins.

1793.

SCHOONERS-

Venus,* 49, Othniel Beal, David Richardson. Speedwell, 32, Thomas Flint. Hawk, 31, Lewis Blanchard. Jane, 27, Abner Barrows. Lively, 26, Thomas, Robert and James Goodwin. Swift, 17, Christopher Strickland.

1794.

SCHOONERS-

Pilgrim, 57, Benjamin Barnard, Waitstill Lewis. Mars, 53, James Clements and others. Judea, 32, R. McKinnon. Lucy, 30, Horace Baker. Lark, 28, Othniel Beal.

1795.

SCHOONERS-

Victory, 40, Obed Smith.
Polly, 38, Silas Clements.
Hannah, 37, Reuben Clements.
Sparrow, 36, David Corning.
Sea Flower, 30, Simon Amiro.
Juno, 29, Abram Crocker.

1796.

SCHOONERS—

Harcum, 55, Benjamin Barnard. Two Brothers, 53, Silas Clements, Joseph Ellis.

Louisa, 49, Ephraim Cook.

Hetty, 36, James Kelley.

Sea Flower, 84, Ebenezer and Nath. Crosby and others.

Adamant, 33, William Taylor.

Vigilant,* 32, Jacob and John Clements, Rufus Perry. Sentinel, 25, Philip Goudey.

1797.

· SCHOONERS-

Thomas and Deborah, 63, Joseph Tooker.

Sally, 37, Joseph Tooker.

Maggot,* 32, William Brown.

Mic-Mac, 26, Stephen D'Entremont.

Yarmouth, 21, Lewis Blanchard, John Allen.

Margaret, 18, Peter Surette.

SLOOP-

Industry, 133, Samuel Marshall.

1798.

SCHOONERS-

Prosperity, 63, Samuel Marshall, Nehemiah Patch.

Mary, 62, Thomas Goudey.

Atalanta, 44, James Shipley, Christopher Strickland.

Two Sisters,* 82, Othniel Beal.

1799.

BRIGANTINE-

Hibernia, 53, Samuel Marshall.

SCHOONERS-

Adventure, 48, Amos, Henry, Samuel & Jacob Hilton.

Hannah, 26, Philip and Thomas Goudey.

Susan, 19, Hugh Cann.

1800.

SCHOONERS-

Brothers, 47, John McGray.

Fish Hawk,* 39, Christopher Strickland, Jas. Kelley. James, 32, Job Hatfield, William Robertson. Nancy, 10, William Whipple.

1801.

SCHOONERS-

Joseph and Lois, 103, Joseph Tooker.
Nine Sisters, 94, James Kelley.
Eagle, 64, Waitstill and Benjamin Lewis.
Blanche, 45, Samuel Marshall.
Enterprise, 37, Samuel Marshall.
Margery, 32, Solomon Ryder.
Industry, 25, John Nickerson.

SLOOPS-

Sally, 50, John McGray. Endeavour, 34, Ebenezer Parry.

1802.

BRIGANTINE—

Arabella, 103, Benjamin Barnard.

SCHOONERS-

Experiment, 52, Edward, Edward, Jr., and Ichabod Crosby.

Minerva, 45, Mark Amiro and others.

Robin, 38, William Kinney.

Sally, 37, Job Hatfield, William Robertson.

Olive Branch, 31, Andrew Levitt and others.

Eagle, 26, Thomas Goodwin.

Rosanna, 14, ----.

Duck, 10, ——.

1803.

SCHOONERS-

Encouragement, 62, John, Nathan and Thos. Kinney. Orange, 62, Daniel Kinney and others.

Neptune, 57, John and Joseph Larkin. Hope, 48, William Brown, Joseph Tooker. Speedwell, 47, William and Reuben Larkin. Defiance, 41, John Jeffrey, Jeremiah Frost. Swallow, 32, Jacob Hilton, Ambrose Dennis.

SLOOP-

Sea Flower, 44, Levi Perry, Comfort Haley.

1804.

SCHOONERS-

Concord, 82, Comfort, Oliver and Jeremiah Haley.
Sally and Lois, 75, John Killam.
Three Sisters, 74, Theophilus Crosby.
Fancy, 72, Samuel Marshall, William Horton.
Robert Pagan, 70, Samuel Marshall.
Prudence,* 63, Silas Clements, Horace Baker.
Greyhound,* 47, John McGray, David Flint.
Union, 46, John Killam, William and Benj. Brown.
Rainbow, 41, Benoni, Charles, Jos. and Cyril D'Entremont.

Dasher, 26, John Ellenwood.
Fair Lady, 22, Thomas Kinney, Peleg Holmes.
Belle,* 21, Israel Lovitt and others.
Granville,* 19, William Taylor.

1805.

SCHOONERS-

Robin, 87, John and James Durkee.

Zilpha, 78, John Kinney, Bartlett & Reuben Gardner-Triumph, 48, Seth Poole.

Betsey, 89, Abner Barrows.

Duke, 85, David and Benjamin Larkin.

Eleanor, 80, Jesse Gray, Robert R. Black.

Deborah, 27, Edward Crosby.

Union, 27, John Scott and others.

Polly, 25, Benjamin Larkin. Lively, 19, Daniel Kinney. Hawk, 17, John Crosby. Eleanor, 16, Levi D'Entremont. Elizabeth, 14, Samuel and Ebenezer Ellis.

Nabby Daniel, 13, Job Smith.
1806.

BRIGANTINE-

Falkirk, 181, Samuel Poole.

SCHOONERS-

Lord Nelson, 103, Ebenezer Parry, James Frost.
Paria, 75, Israel Horton.
Clare,* 53, Joseph Ellis, Elkanah & Reuben Clements.
Argo, 48, John Cann and others.
Harmony, 48, Thorndyke Corning, James Jenkins.
Mayflower, 42, James Shipley & Co.
Three Partners, 40, Jacob Wyman.
Swallow, 81, Edward Crosby, Jr.
Linnet, 20, Nathan and David Goodwin.
Lavina, 18, Thomas Flint.
Lucy, 17, Enoch Stanwood.
Golden Rule, 16, Thomas Flint.

1807.

BRIG-

Penelope, 156, Ebenezer Parry.

SCHOONERS-

Trafalgar, 105, Ebenezer Ricker.

Jacob and Benjamin, 104, Joseph Tooker.

Regulator, 67, Lemuel and Maurice Hobbs.

Queen, 67, Paul, Benjamin, Sup., Eli and Levi D'Entremont.

Victory,* 57, Reuben and Elkanah Clements, John. Crosby. Queen,* 36, John Cann and others.

John, 32, Israel Doane.

Modeste, 29, Charles Therrio.

Mary, 25, John Trefry.

Angelique,* 25, Matthew, Jacob and Jesse Wyman.

Two Sisters, 19, Thomas Goodwin.

1808.

SHIP-

Lady Sherbrooke, 290, James Shipley, James Taylor.

BRIG-

Bittern,† 188, Anthony Landers.

SCHOONERS-

Ranger, 77, William Larkin, Peter and Hugh Boyle.

Queen of England, 63, Eli D'Entremont.

Rosalie, 40, Comfort Haley, Thomas Allen.

Hawk, 17, Joseph Ellis.

Phæbe, 12, Nehemiah Churchill.

Little Bob, 8, William W. Beveridge.

SLOOP-

Hannah, 19, Joshua Trefry.

1809.

BRIG-

Claud Scott, 261, Samuel Marshall.

BRIGANTINE—

Dasher, 132, William Robertson, Thorndyke Corning.

SCHOONERS-

Hunter, 118, James Shipley, George Hunter.

Sally,* 102, Solomon, Eben, Henry and John Ryder.

[†] This Brig, with a number of others, was called "Snow Rigged," i. e., having two masts rigged as a Brig, and a short mast abaft the mainmast, carrying a trysail.



Dove, 93, Joseph, Wm., Abbott and Eben Ricker. Lily, 72, James Leavitt. Jack O'Lantern, 18, Amos Dennis, Wm. Hammond.

1810.

BRIGANTINE—

Queen Charlotte, 117, Robert Kelley, Job Hatfield, Jas. Lent.

SCHOONERS-

Britannia, 93, Solomon Ryder and others.
Trial, 72, Thomas and Edward Crosby and others.
Adventure, 65, Samuel Marshall, Hugh & Peter Boyle.
Fair Lady, 44, Nathaniel and Peleg Holmes.
Three Sisters, 44, Thomas Perry.
Mercury,* 32, Theophilus Crosby.
Lily, 27, Nehemiah Doane.
Delight, 25, Thomas Flint.

1811.

BRIGS-

Peter Waldo, 259, Anthony Landers. Yarmouth, 200, Randall McDonald. Harriet, 118, John, Archibald and Hector McDonald.

SCHOONERS-

Jubilee, 127, John Richards.

Maria, 85, Joseph Tooker, Waitstill Lewis.

British Queen, 79, Cornelius, David and Gabriel Van-Norden.

Linnet, 55, James Trefry, Comfort Haley.

Recovery,* 53, Nathan Utley and others.

Prince Regent, 52, James and Abram Lent and others.

Swan, 47, Enoch Stanwood.

Friendship, 45, John McCormack and others.

Eight Brothers, 44, Amos, Henry and John Hilton.

Perseverance, 48, Cornelius and David VanNorden.
Dolphin, 48, George Bingay.
Sally, 27, John Sullivan, S. Kelley, Jr.
Marie, 26, Thomas Trefry, Henry Shortcliffe.
Dolphin, 28, James and John Van Emberg.
Saucy Jack, 21, Nathaniel Perry, Nathaniel Perry, Jr.
Two Brothers, 21, John Brown.
Sally, 19, David W. Beveridge.
Charlotte,* 19, David Landers.

1812.

SCHOONERS-

Joseph and Polly, 129, John, Nathan & Thos. Kinney. John and Mary, 120, Joseph Tooker.
Caledonia, 104, James Crosby, Amos Dennis & others.
Prosperity, 101, Caleb Cook and others.
Union, 92, Hugh and Elisha Nickerson.
Blanche, 79, Benjamin, Ezra and Lemuel Churchill.
Bellisarius, 69, David Flint, Nehemiah Patch.
Rebecca (Prize), 64, Robert R. Black.
Maria, 58, John and Waitstill Patch.
King George, 51, James Dunham, Thomas Trask.
Friends' Adventure, 47, Samuel Corning and others.
Lion, 47, Richard and Jonathan Patten and others.

SLOOPS-

Little Belt (Prize), 43, David Flint. Randolph (Prize), 82, Hugh E. Cann.

1813.

BRIGS-

Thales, 260, Anthony Landers.

Friends (Prize), 178, John Durkee, Samuel Kelley and others.

SCHOONERS-

Sarah, 129, Charles Richan.

Fly (Prize), 96, Elkanah Clements.

Friendship (Prize), 74, Elkanah Clements.

Alert, 58, Elkanah and Reuben Clements.

Thistle, 55, Robert Kelley, John Patch, Chas. Richan.

Broke (Prize), 58, David Flint, William Harris.

Shark, \$3, Solomon Ryder.

Betsey (Prize), 24, Hugh, Hugh E. and Jesse Cann.

Catherine (Prize), 24, Ezra Churchill.

Nelly, 23, John Scott and others.

Consolation, 22, Joshua Trefry.

Hazard, 19, Bartlett, Reuben and Daniel Gardner, and S. Gowen.

1814.

SHIP-

Bittern (Prize), 300, Anthony Landers.

BRIGANTINE-

Mary (Prize), 121, Gilbert Ormsby, James B. Meody.

SCHOONERS-

Hope, 155, Alexander Haley.

Aurora (Prize), 158, Othniel Beal, Manasseh Cook.

Concord (Prize), 148, David Flint.

Jane (Prize), 134, Amos, Horace and John Baker.

Pam-be-Civil, 108, James Kelley.

Wealthy Ann (Prize), 91, Nathan, Horace and Edward Baker.

Elizabeth (Prize), 89, Robert Huston and others.

Britannia, 82, Joseph Crocker and others.

Hero (Prize), 32, Robert Kelley.

Ranger, 28, Theophilus Crosby and others.

Bee (Prize), 24, Ebenezer Parry, Thomas Crowell.

Dolphin, 22, John Cann.

Lively (Prize), 22, Bela Huntington.

Resolution, 21, James Lent, Cornelius VanNorden.

Antelope, 20, ——.

Pilgrim, 18, Comfort Haley.

Betsey, 17, Enoch Stanwood.

Bulwark, 14, Rufus Robbins, Samuel Ring.

Grampus, 12, Peter Thibbedeau and others.

SLOOPS-

Fame (Prize), 57, Eleazer & Philip Hemeon & others. Polly (Prize), 30, John Cann.

1815.

BRIGS-

Eolus, 154, Jacob Tedford, Samuel Kelley and others. Nelson, 123, Amasa Durkee.

SCHOONERS-

Benevolence, 96, owned at Argyle.

Deborah and Lucy, 87, Elkanah and Reuben Clements and others.

Rover, 79, owned at Argyle.

Diligence, 61, James Lent and others.

Lark, 48, Peter, Samuel and Joseph White and others.

Crown, 45, Reuben and Andrew Gardner and others.

Nine Brothers, 44, Amos and Henry Hilton.

Mary Ann, 41, John Dunham.

Jane, 37, ——.

Saucy Jack, 34, Heman Gardner, Jesse Gray and others.

Lively, 31, Chas., Jos. and Cyril D'Entremont and others.

Fly, 25, Saml., Fred. and Benj. Le Blanc and others.

Charlotte, 15, Stephen Melancon, Stephen Thibbedeau.

Young Dove, 15, ----

SLOOPS-

Jane and Maria, 94, Robert Kelley.

Nancy (Prize), 67, John Kinney, Peleg Holmes.

Bilboa, 39, Bartlett, Daniel and Andw. Gardner.



1816.

BRIGS-

Irene, 171, Simeon Gardner.

Daphne, 100, Simeon and Reuben Gardner.

SCHOONERS- ·

Waterloo, 96, Robt., Jacob, Israel, Jas. & Saml. Kelley. Betsey and Nancy, 83, Comfort Haley, Comfort Haley, Jr.

Resolution, 83, Comfort Haley.

Providence, 73, Jacob Tedford and others.

Peeler, 49, Simeon Gardner and others.

Two Sisters, 48, James Frost.

Lively, 46, Lemuel Crosby, Jonathan Strickland.

Surprise, 39, Samuel Corning, Wait. and Chas. Lewis.

Tusket, 38, Amos and Jacob Hilton, John Baker.

Milly, 36, Benjamin Robbins.

Union, 31, John VanEmberg, Jos. and John Roberts.

Henry, 30, John Crosby and others.

Sally and Ruth, 29, John and Benj. Redding, William Brown.

Favorite, 25, Abner and Thos. Barrows, Surettes.

Mary Ann, 25, Amos and Horace Baker, John Clements.

Expert, 18, Samuel Kelley.

1817.

BRIGS-

Arcadia, 200, Bartlett, Daniel and Reuben Gardner.

Martha, 151, James Kelley.

Lord Exmouth, 137, James Lent, Job Hatfield, Robert Kelley.

SCHOONERS-

La Hogue, 135, Solomon Ryder and others.

Wellington, 98, Ambrose and John Durkee, Nathaniel Allen.

Three Sisters, 91, George Murray and others.

Susanna, 49, Jacob and Henry Hilton and others.

Milo, 44, Robert Huston.

Mary Jane, 40, Benj. Goudey, John Redding, Joseph Tooker.

Margaret, 86, Angus Rose.

Nancy, 23, Stephen and Richard Rose.

Belle, 21, James Jenkins.

SLOOP-

Little Bill, 51, Wm. McAlpine.

1818.

BRIG-

Neptune, 179, James Jenkins.

SCHOONERS-

Reliance, 96, John Kinney, Nathaniel, Peleg and Elisha Holmes.

Ocean, 96, Ebenezer Ricker.

Swallow, 66, John Bingay.

Good Fortune, 62, William Haskell, Thomas Flint.

Beaver, 48, John, Frank and James Brooks.

Minerva, 44, Benjamin Crosby.

Marie, 43, Joseph Tooker, James Dennis and others.

Emulous, 88, Daniel Wyman, Rufus Robbins.

Enterprise, 87, Israel Nickerson, John Tremain.

Union, 81, Joseph, Lemuel and Benjamin Robbins.

Catherine, 12, T. Sullivan.

Mary Ann, 11, Felix Deveaux.

1819.

BRIG-

Better Luck Still,* 215, Anthony Landers.

SCHOONERS-

Catherine, 108, David Flint.

Lark, 97, George Bingay.

Wellington, 69, Ambrose Dennis, Jos. Stoneman.
Atlantic, 63, George Hunter.
British Queen, 89, John Kinney, James Dunham.
Chart, 87, Jacob, Jas., John & David Hatfield & others.
Superb, 87, Duncan Alexander.
Fiddle, 26, Dominique, Benj. and John Meuse.

· 1820.

BRIGS-

Archibald, 278, James Taylor. Hiram, 127, William C. Gray.

SCHOONERS-

Cherub, 59, Robert Kelley.

Matilda, 48, Joshua Trefry.

Bass, 44, Jacob Wyman.

Surprise, 42, Benjamin Bingay.

Three Sisters, 89, Seth Johnson.

Royal Oak, 89, Robert Kelley.

Mary, 88, Samuel Kelley.

Two Brothers, 21, Thomas Allen, James Trefry.

Anne, 16, Peter Guiddery, Joseph Mallet.

Rover, 15, Stephen Wilcox.

Hope, 13, James Philips.

1821.

SHIP-

Zebulon, 295, Anthony Landers.

BRIG-

Mary, 121, Asa Huntington.

BRIGANTINE-

Placid, 159, Simeon Gardner.

SCHOONERS-

Sarah Ann, 62, James Brooks, Stephen Hilton. Mary Sanderson, 59, Gilbert Ormsby.

Hibernia, 48, John and George Bingay.
Elizabeth, 45, Joshua Trefry.
Good Intent, 40, Edward Crowell, Israel Harding.
William, 39, Jacob Hilton.
John and Mary, 36, Rufus and John Kinney.
Polly, 33, David Flint.
Fancy, 14, Samuel Stanwood.

1822.

BRIG-

86

Waldo, 230, Anthony Landers...

BRIGANTINE-

Thetis, 107, James B. and E. W. B. Moody.

SCHOONERS-

Friendship, 47, James Frost.

Mary Eliza, 43, Matthew Wyman.

Erin-go-Bragh, 41, George Bingay.

Dasher, 40, Pierre Surette and others.

Ann, 27, Nehemiah Patch, Joseph Tooker, Jr.

Cock Robin, 25, John Patten.

1823.

SCHOONERS-

Experiment, 67, Charles G. Coffin.
Good Fortune, 66, Rufus Simonds.
Albion, 51, Charles G. Coffin.
Freetown, 48, F. W. Redding and others.
License, 43, Robert Kelley.
Minerva,* 32, Nathan Utley and others.
Margaret, 24, Horace Baker, E. Hemeon.
Fame, 15, James Ritchie, Z. Shaw and others.

1824.

BRIGS-

Fair Acadian, 310, James Taylor.

Security, 261, James Taylor and others. Ugonia, 218, Anthony Landers. Tusket, 158, George Bingay, George W. Bond.

SCHOONERS-

Caledonia, 65, Samuel Kelley.

Dandy, 43, James B. and E. W. B. Moody and others.

Fish Hawk, 25, Jeremiah Healey.

William and Margaret, 25, Prince Kinney.

1825.

BARQUE-

Dove, 315, Anthony Landers.

SCHOONERS-

Hope, 75, James Baker. Castor, 60, Anthony Landers. Jane, 60, Thomas Crosby. Star, 48, Robert Kelley. Sally Ann, 18, Manasseh Cook.

1826.

BARQUE-

Zetis, 430, Anthony Landers.

BRIG-

Milton, 126, John Killam.

SCHOONERS-

Mercator, 86, Reuben Clements.
Sarah, 80, Israel Lovitt.
Hannah, 54, Jeremiah Healey, Henry Hilton.
George, 52, John Durkee.
Argyle, 50, John Hardy.
Edward and Mary, 40, Edward Crosby.
Shepherd, 37, Amos Dennis.
Olive Branch, 32, Joshua Trefry.
Dartmouth, 25, Jacob Tedford.

SLOOP-

88

Primrose, 13, Robert Huston, Caleb Cook.

1827.

BRIGS-

Rhoda, 275, Anthony Landers. Leopard, 180, James Dennis and others.

SCHOONERS-

Emeline, 78, Robert Kelley.

Matilda, 75, Elisha Pinkney.

Hope, 53, D. Crocker and Brothers.

Ayr, 44, John McCormack.

Fly, 42, C. Richards and others.

Isabella, 41, Babines at Tusket.

1828.

BARQUE-

Hebron, 400, Anthony Landers.

BRIGS-

Jasper, 163, Eben Scott. Norval, 90, James Kerr, Duncan Alexander.

BRIGANTINES-

Speculator, 110, Israel Doane. Emerald, 105, Caleb Cook.

SCHOONERS-

Charles and Margery, 105, Joseph Tooker. Brisk, 80, David Flint.
Fly, 65, George Bingay.
Caroline, 56, Charles G. Coffin.
Olive Branch, 87, Comfort Haley.
Adventure, 83, Waitstill Patch.
Defiance,* 26, Eleazer Hemeon.
Isabella, 25, owned at Tusket.

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1829.

BRIG-

Trinidad, 160, John Killam.

BRIGANTINE-

Romney, 111, Benjamin Bingay.

SCHOONERS-

Ruth Hannah, 71, John Kinney.
Thomas and Jane, 65, Thomas Crosby.
Mary Elizabeth, 62, Lemuel Crosby.
Sarah, 54, William Harris.
Shelburne,* 49, Jacob Wyman.
Prosperity, 48, George Bingay and others.
Daniel Dana, 26, Philip Hemeon.

1830.

BRIGANTINES—

Jane Kelley, 108, Robert Kelley. Two Partners, 105, Thomas Flint. Sarah Harding, 100, E. W. B. Moody, Robert Brown.

SCHOONERS—

George and Sarah, 86, Joseph Tooker.
Oceanus, 81, Ambrose Dennis.
John and Sarah, 75, J. V. N. Hatfield.
Mary, 71, Joseph Tooker.
Ann, 67, George Trefry.
Jason, 64, James Jenkins.
Don Juan, 58, Edward B. Bingay.
Ensign, 40, Alexander Nickerson.
Contract, 40, Solomon Lewis.
Elizabeth, 25, Robert Guest.
Royal George, 16, Robert Kelley.
Sea Flower, 13, Peter Surette.
Rosalie, 13, John Therrio.

1831.

BRIG-

Billow, 160, Amos Dennis and others.

SCHOONERS-

May, 69, James Baker and others. Ocean, 55, J. Bourque and others. Robust, 42, A. A. Ferguson. Lady, 33, John Bingay. Tusket Lady, 30, John Boudreau. Sea Flower, 30, Andrew Gardner. Pilgrim, 30, Peter Coffin. Enterprise, 29, Lemuel Ring. Fair Lady, 28, Rufus Kinney. John, 28, Peter Surette. Mary, 23, John Parry. Margaret, 21, William Raymond. Maitland, 21, Richard VanHorn. Mary, 13, J. Patten. Trial, 13, Hugh Cann. Margaret, 13, Jacob Wyman. Ann, 13, Benj. Redding. Catherine, 12, D. Boudreau. Fox, 11, Vincent Coutreau. Ploughboy, 10, Samuel Foote.

1832.

BRIGS-

Isabella, 183, Duncan Alexander. Fair Acadian, 174, E. W. B. Moody, Robert Brown. Grecian, 166, George Cann and others.

BRIGANTINE-

Sir Peregrine, 117, Benjamin Rogers.

SCHOONERS-

Calypso, 50, J. B. D'Entremont.

Lively, 87, W. Allen and others. Prospect, 22, J. Gowen and others. Nameless, 15, S. Larkin. Union, 10, B. Raymond.

1833.

BRIGS-

Lion, 184, George Bingay. Thetis, 176, E. W. B. Moody. John, McCollum, 158, James Baker. Elizabeth, 148, Reuben Clements. Topaz, 106, Caleb Cook and others.

BRIGANTINES—

Wasp, 105, J. Cann and others. Thomas, 89, E. W. B. Moody and others.

SCHOONERS-

Trial, 102, John Ryder.
Elegant, 41, B. Lewis and others.
Acadian Lass, 35, Robert Guest, Nathan Utley.
Gilbert, 24, G. Brown and others.
Orleans, 13, T. Trefry.

1834.

BRIGS-

Industry, 182, James Jenkins. Pleiades, 187, John Durkee. Henrietta, 128, Isaac Morehouse.

BRIGANTINES-

Redbreast, 111, Israel Lovitt. Halcyon, 108, Leonard Weston. Diamond, 107, George Trefry. Helen, 104, Samuel Rust, Samuel Killam.

SCHOONERS-

George, 78, Joseph Shaw and others.

Better Hope, 68, A. and M. Sollows.
Yarmouth Packet, 61, Joseph Tooker, Jr.
Mermaid, 61, P. Doucette and others.
Janet, 59, Robert Brown.
Caroline, 56, Walter Larkin.
Clare, 53, James Ceok.
Twins, 39, J. Trefry.
Welcome Return, 39, Thomas Grantham.
Mary Ann, 33, Benj. and Thos. Brown.
Superb, 29, Theophilus Crosby and others.
Sarah, 17, Samuel Ellis.
Industry, 12, S. Purdy.

SLOOP-

Spitfire, 36, Samuel Killam.

1835.

BRIG-

Pratincole, 199, E. W. B. Moody and others.

BRIGANTINES-

Tory, 123, Robert Kelley. British Queen, 113, John Cook. Tom Cringle, 93, F. W. Redding.

SCHOONERS—

Mechanic, 110, Lyman Cann.
Adelaide, 84, John Murray.
Ellen, 76, David Flint.
Elizabeth and Esther, 60, Robert Brown.
Revenue, 50, John Tooker.
Hannah, 47, C. Coutreau.
Amethyst, 44, Jacob Hilton and others.
Lark, 43, R. VanHorn and others.
Myrtle, 32, Robert and Nathan Butler.
Dove, 80, Moses Morrill and others.
Rosalie, 80, John Bingay.

Charles, 20, John Parry. Forest, 15, Calvin Cann. Good Hope, 14, John White and others.

1836.

BARQUE-

Georgiana, 248, E. W. B. Moody.

BRIG-

Pandora, 148, Thomas Crosby.

BRIGANTINES—

Scott, 156, Eben and Amos Scott. Good Intent, 132, D. Crocker and others. Adeline, 129, Stephen V. Kinney. Chalcedony, 98, Lyman Durkee.

SCHOONERS-

Union, 84, Joseph Shaw, William Robertson. Experiment, 76, Elias Trask and others. Spartan, 75, Edward B. Bingay and Tookers. Wentworth, 66, Nathan Kinney and others. Plymouth, 40, Robert Sims and Purdys. Dove, 25, T. O'Brien and others. Temperance, 25, William Larkin.

1887.

BARQUES-

Tory's Wife, 247, Robert Kelley, Eleazer Richan. Norman, 169, George W. Bond, N. and R. Kinney.

BRIGS-

Amelia, 247, Samuel Killam.

Mary,* 137, William Churchill and others.

BRIGANTINÉS-

Victoria, 164, Elkanah and Reuben Clements. Condor, 163, Benj. Rogers, Nathan Weston.

Linnet, 148, George Bingay.

Jacinth, 148, Freeman Crosby, Amos Dennis.

Abigail, 141, George Trefry and others.

Alva, 131, James Baker and others.

Herald, 115, Robt. Guest, Thos. Barnard, Nathan Utley.

Sapphire, 112, Nehemiah Cook, Leonard Weston and others.

Swan, 109, Lyman Cann.

Germ, 101, Dennis and Israel Horton, F. W. Redding.

Argus, 95, John Bingay, Andrew Barclay.

Albion, 94, N. Allen and others.

SCHOONERS-

Mary Elizabeth, 89, Theodore Churchill and others.

Mercy Jane, 87, Thos. Parfitt, Nath'l Perry and others.

Ion, 84, F. W. Redding, James Baker and others.

Clyde,* 78, Samuel Flint.

Belvidere,* 73, James Neele.

Good Intent,* 57, R. Messenger, G. Sanderson.

.Resolution,* 57, Rufus Robbins.

Marie, 37, C. Coutreau and others.

Sable, 35, George Bingay.

1838.

BARQUES-

London, 271, Eben and Amos Scott.

Loyalist, 218, E. W. B. Moody, Robert Brown.

Britain, 202, B. Rogers & Co., E. W. B. Moody.

BRIGS-

Paragon, 179, Israel Lovitt.

Susan King, 122, James Baker, Chas. McLean.

Britannia, 108, John Cann and others.

BRIGANTINES-

Rapid, 158, George Bingay, David Cook.

Wanderer, 146, Thos. Barnard, R. Guest, N. Utley.

Sir Allan McNab, 126, E. W. B. Moody, Edward B. Bingay.

Commerce, 118, Joseph Tooker.

Alice Killam, 114, E. W. B. Moody, Benj. Killam.

Haidee, 111, John and Oliver Vickery.

SCHOONERS-

Virago, 81, Samuel Dunseith.

Ann Trefry, 78, George Trefry.

Dolphin, 74, B. and W. Murphy.

Elizabeth, 41, Samuel White and others.

Elizabeth Mary, 26, John Trefry.

Good Intent, 25, Josiah Crosby.

Lucy, 25, Allen & Brown.

Matilda, 23, E. and J. Ellis.

Leopard, 22, Benjamin Raymond and others.

1839.

BRIGS-

Camilla, 197, Allen & Brown.

Sterling, 188, Reuben Clements and others.

Woodbine, 162, Jos. Shaw, Wm. Robertson and others.

Alicia Jane, 157, William Churchill and others.

BRIGANTINES-

Colonist, 134, Wm. Redding, Prince Durkee & others.

Hatfield, 127, Wm., Jacob and John Hatfield.

Thomas Edward, 117, Thomas Flint, Jr.

Leander, 112, T. Crosby and others.

SCHOONERS-

Sophia, 98, Thomas Killam.

Shannon, 94, George Cann.

Sam Slick, 84, E. W. B. Moody.

John Ryder, 80, John Ryder.

Mary Ann, 66, F. W. Redding, Theo. Churchill and others.

Emily, 65, Benjamin Rogers and others.
Martha Brae, 56, Amos Dennis and others.
Jane, 54, John V. N. Hatfield.
Madeline, 40, Surettes.
Fame, 99, Robert Black.
Creole, 39, E. W. B. Moody.
Mayflower, 34, John Rose and others.
Juno, 30, Sollows and Raymond.
Frances, 22, Moses Morrill.
Mariner, 17, Abraham Killam and others.
Bee, 13, J. Landers and others.
Spitfire, 11, Theophilus Crosby.

1840.

BARQUES-

46

Sarah, 537, E. W. B. Moody and others.
Sovereign, 868, B. Rogers & Co., E. W. B. Moody.
Empress, 845, Eben and Amos Scott.
Caroline, 825, Samuel Killam.
British Queen, 263, Thomas Allen.
Lady Falkland, 286, James Baker and others.

BRIGS-

Argyle, 274, George Bingay, Wm. Brown.
Rose, 240, Freeman Crosby and others.
Southampton, 233, Samuel Flint and others.
Prince Albert, 232, Nathan Weston and others.
Elizabeth, 227, E. W. B. Moody and others.
Ann, 218, John W. Lovitt and others.
Pearl, 200, Samuel Huestis and others.
Mariner, 195, Crocker Hemeon and others.
Minerva, 181, George Trefry.
Enterprise, 153, Thomas Killam.

BRIGANTINES—

Scott, 196, Eben and Amos Scott.



Mary Shiell, 165, Tookers and G. Kelley. Shamrock, 107, Samuel Dunseith. Maitland, 104, John Cann and others.

SCHOONERS-

Brilliant, 100, Nathaniel Perry and others. Accumulator, 68, Jos. Roberts, Wm. Whitehouse, Jas. Goodwin.

Curlew, 45, James Goodwin and others. Acadian, 42, Francis J. D'Entremont and others.

Experiment, 35, Walter Larkin. Hyena, 30, Joshua Trefry and others.

1841.

BARQUES-

Maria, 410, George Bingay, Amos Cook. Sirion, 271, John Cann and others.

BRIGS-

Rover, 203, Wm. H. Moody, Jos. B. Bond and others.
Emeline, 202, Robert Kelley, Edmund Lonergan.
Ruby, 192, Daniel and R. H. Crocker, F. W. Bedding and others.
St. Mary, 152, Benjamin B. Bingay.

BRIGANTINES—

Bolina, 148, Wm. Churchill and others. Lady Huntington, 124, Thomas Allen. Zephyr, 108, William Allen and others.

SCHOONERS-

Vesper, 92, Vickerys and J. Moulton. Charlotte, 80, Nelson Hammond. Yarmouth Packet, 75, Jos., John and Thos. B. Tooker. Catherine, 67, Hiram Betts. Addruannah, 54, John Crosby and others. Margaret, 41, Thomas Killam.

Hope, 95, G. Sanderson.

Bee, 34, John Perry.

Ellen, 83, Alexander Lindsay.

Eliza Adelaide, 33, Richard VanHorn and others.

1842.

BRIGS-

48

Elizabeth, 244, Thomas Killam, N. Moses. Grand Turk, 184, George Cann.

BRIGANTINES-

Spray, 185, N. Utley, R. Guest, T. Barnard. Evelina, 110, Gilbert Pinkney and others.

SCHOONERS-

Ellen, 105, Benjamin Ellenwood and others. Tantivy, 99, Samuel Stanwood.
Trinidad, 64, John V. N. Hatfield.
Mercator, 53, John Smith.
Dolphin, 21, J. White.
Adelaide, 10, R. Robbins.

1843.

BARQUE-

Exchange, 270, Thomas Barnard, N. Crosby.

BRIGS-

Lady Napier, 281, Thomas Allen. Ann, 218, Eben and Amos Scott.

BRIGANTINES-

Despatch, 144, Thomas Killam.

Dasher, 113, Samuel Flint.

Jewess, 101, John V. N. Hatfield, Wm. Crosby.

SCHOONERS-

Sisters, 108, Edward B. Bingay, Joseph Tooker. Elizabeth Ann, 98, Theophilus Crosby, Thos. Killam. Four Brothers, 91, T. G. Harding. Dove, 25, T. O'Brien and others.

1844.

BARQUE-

Mary, 416, Thomas Killam, Amasa Durkee.

BRIGS-

Conservative, 193, Edmund Lonergan, Chas. W. Kelley. Burmah, 171, Benjamin Killam, J. D. Cann. Charlotte, 162, E. W. B. & Jas. Moody, Thos. Goudey.

BRIGANTINES—

Acadia, 125, Samuel Killam.
Milton, 104, Samuel Killam.
Mary Abigail, 85, Thomas Killam and others.
Hebe, 78, Wm. H. Townsend and others.

SCHOONERS-

Alice Maria, 88, B. Rogers & Co., S. Poole. Byron, 72, Benj. Ellenwood, Nathan Lewis. Prince Henry, 71, Prince Durkee and others. Mazeppa, 66, Israel Kelley, Nelson Hammond. Nautilus, 61, C. & G. W. Tooker, Benj. Bingay. Mariner, 58, John Michie, James Murray. Martha Grenoe, 55, Elkanah Clements, Jr. Margaret, 55, Samuel Stanwood. Mary, 45, E. Hemeon. Friendship, 36, Stanwood and Tookers. North America, 27, Joseph Stoneman. Frances, 15, Perrys and J. Goudey. Mayflower, 15, Raymond and Perry. Ellen, 10, Vincent Coutreau.

1845.

BARQUES-

Nova Scotian, 628, Thos. Killam, John K. Ryerson.

Allen Brown, 830, Allen & Brown. Lucy, 292, F. W. Redding, Henry Heckman.

BRIG-

Sarah, 201, Lyman Cann.

BRIGANTINES-

Catherine, 126, Benj. Ellenwood, Benj. B. Bingay. Ruth Eliza, 115, Benj. Rogers & Co. and others. Flirt, 110, Samuel Dunseith. Enchantress, 85, Joseph and Thos. W. Stoneman. Adelaide, 81, James Walker. Maria, 75, Nathan Weston.

SCHOONERS-

Calla, 75, Robt. Guest, N. Utley, E. Richan. Flora, 71, Robt. Brown, Wm. Churchill. Splendid, 68, Edward B. Bingay. Margaret, 61, Nathan Weston.
Tusket, 57, Jeremiah H. Porter and LeBlanc. Yarmouth Packet, 52, N. K. Clements. Sarah, 36, James Jenkins.
Black Hawk, 30, W. Allen.
Elizabeth, 26, John Williamson.
Melissa, 16, Corning and Perry.
Fly, 10, S. B. Marshall.

1846.

BARQUES—

Princess, 479, John W. Lovitt.

Yarmouth, 408, E. W. B. Moody, Dennis Horton,
David Cook.

Charles Walton, 863, James Baker.

Medium, 317, Thos. Barnard, N. Crosby.

BRIGS-

Tusket, 334, E. W. B. Moody, Thomas Stowe.



Solon, 258, E. W. B. and James Moody. Primrose, 183, Thomas Allen. Guardian, 140, Wm. Churchill and others.

BRIGANTINES—

Economist, 140, Eben Scott and others.

Patriot, 138, Amasa and John Durkee.

Emerald, 136, Wm. Burrill and Wheeland.

Director, 128, Wm. Robertson, Joseph Shaw.

Juliet, 114, Nathan Weston and others.

Pursuit, 108, Thomas Killam.

Deborah, 102, Benj. Killam, A. D. Bust.

Hiram, 102, Thos. Killam and others.

James Wellington, 93, John Bingay and others.

Ann Eliza, 93, Wm. Hammond.

Samuel Campbell, 87, Horace B. Porter and others.

Orion, 87, Nathan Lewis and others.

Mary, 82, Nathan Weston and others.

SCHOONERS-

Oregon, 97, Theo. Churchill, W. H. Townsend and others.

Democrat, 88, N. K. Clements.

Vine, 85, Thomas Allen.

Pivot, 84, R. Brown and Brothers.

Harriet Alice, 74, Chas. Cann and others.

Osier, 70, Wm. Churchill.

Victoria, 68, Nelson Hammond.

Maid of Erin, 60, Thos. O'Brien and others.

Stranger, 53, John Murray.

Herald, 45, N. K. Clements.

Victoria, 41, Richard Doucette.

Lady Anne, 40, Samuel White.

Lively, 34, Benjamin White.

Barrington,* 31, Frosts and Rankins, (Argyle).

Express, 25, Weddletons and Frost.

Melita, 25, Samuel Stanwood. Mary Elizabeth, 24, Benjamin Bourque.

1847.

SHIP-

Alceste, 559, Benj. Killam, J. Cann.

BARQUES—

Palendar, 383, Samuel Killam, Jos. B. Lovitt. Acadian, 368, B. Rogers & Co., Simeon Gardner. Plymouth, 334, W. H. Moody, Jos. B. Bond & others. Harriet, 328, Freeman Crosby, James Jenkins.

BRIGS-

Lydia, 817, Thomas Allen.
Charles McLauchlan, 286, John W. Lovitt.
Competitor, 222, Thomas Killam.
Lois, 216, Benjamin Ellenwood and others.
Clare, 210, Thomas Dane and others.
Coronella, 204, Eleazer Richan, N. Utley, R. Guest.
Challenge, 195, Samuel Killam, Samuel Crosby.
Adeline Cann, 187, Lyman Cann.
Thetis, 186, John Cann.
Thalia, 183, John Cann.
Dahlia, 133, Horace B. Porter and others.
Margery, 127, Benj. Ellenwood and others.

BRIGANTINES--

Crescent, 184, J. P. Falt and others. Harp, 155, Wm. Burrill.

Speed, 155, Thos. Killam, Nathan Moses. Huntress, 184, Joseph Stoneman.

Eliza Helen, 113, Elkanah Clements.

Mic-Mac, 104, C. & G. W. Tooker.

Ohio, 102, Joseph B. Porter and others.

George and Mary, 90, G. Sanderson.



Edward O'Connor, 89, Edward O'Connor. L. A. Surette, 84, John C. Moulton, E. Tupper.

SCHOONERS-

Bittern, 82, Nathan Weston, Samuel Dunseith. Mary Jane, 81, Wm. H. Townsend.

Ivy, 64, Nathan Utley, Robert Guest.

Acadian Lass, 58, Enos Gardner and others.

Primrose, 50, Amasa Durkee.

Elizabeth, 31, John Hilton.

Sapphire, 25, David Stanwood.

Shannon, 24, J. D'Entremont and others.

Quail, 17, James A. Sterritt.

1848.

BARQUE-

Argyle, 408, E. W. B. Moody.

.BRIGS-

Velocity, 280, Thomas Killam, Enos Cook. Compeer, 229, Robert Brown and Brothers. Standard, 227, Thomas Barnard.

BRIGANTINES-

Gipsey, 157, Thomas Allen.

Liberal, 150, Wm., Jacob and John Hatfield.

Lady Sale, 148, Samuel Flint, Jas. W. Hutchinson.

Purchase, 135, Samuel Killam.

Zone, 100, E. W. B. Moody, Geo. W. Bond.

Zeno, 95, John and Ebenezer Ryder.

Lady Maxwell, 88, Samuel Dunseith.

Mary Jane, 81, California Company.

SCHOONERS-

James H. Braine, 97, Thos. Barnard, Jas. Robbins.

Charles, 89, Brown, Moody and others.

Sharon, 86, Thomas Killam.

General Washington, 82, Nelson Hammond.
Emporium, 80, Asa Robbins and Frosts.
Teazer, 74, R. Patten, A. Robbins.
Eagle, 69, John Cann and Son.
James Harvey, 65, J. Landers and Sons.
Galaxy, 55, A. W. Homer, Samuel Gowen.
Fairy Queen, 50, Nathan Utley, Benj. Ellenwood.
Ellen, 40, David Stanwood.
Ruby, 40, John Murray.
Gad, 39, Wm. Kelley, Jas. Allen.
Time, 36, Nelson Hammond.
Mechanic, 31, T. Hilton and Sons.

1849.

BARQUES-

54

Actress, 586, John W. Lovitt, Benjamin Murphy. May, 484, Allen & Brown. Amelia, 473, Samuel Killam. Eliza, 453, Thomas Allen.

BRIGS-

Indus, 236, N. Utley, E. Richan, R. Guest. Masonic, 231, Henry Heckman, Benjamin Ellenwood.

BRIGANTINE-

Richard Cobden, 131, Amasa Durkee.

SCHOONERS-

Salem, 77, Geo. German, Robbins Corning. Jerome, 76, George Perry and others.

Salem, 68, John Ryder.

Ophir, 62, F. W. Redding, John, Nathan and Benjamin Lewis.

Ellen Miles, 56, Deveau Brothers.

Fly, 44, Benjamin Ellenwood, —— Crosby.

Ocean, 43, Dennis Horton, J. W. Moody.

Jasper, 38, Joseph Stoneman.

Flirt, 35, Benjamin Rogers. Ann Augusta, 35, J. Harris, C. W. Palmer. Lady Bird, 31, John Meuse, Thomas Killam. Rosalie, 25, Nathan Weston. Chesapeake, 25, Wm. Burrill. Sycamore, 25, S. Cann.

1850.

BARQUES-

Fame, 449, Thomas Killam, Nathan Moses. Rival, 448, Amasa Durkee, George Ryarson. Atalanta, 374, Jos. Shaw, Wm. Robertson and others

.BRIGANTINES-

Conductor, 183, Samuel Killam. Independent,* 151, N. K. and R. Z. Clements. Ann Eliza, 98, A. R. Noble, H. Hilton.

SCHOONERS-

Active, 83, G. Sanderson.

John Bull, 62, E. Raymond and others.
Gazelle, 38, Thomas Allen.

Trinidad, 38, Amasa Durkee.

Brothers, 34, George Abbinett.

La Gentil, 33, John Manning.

Benevolence, 22, M. Amirault and others.

1851.

BARQUE—

Majestic, 367, Thomas Allen.

BRIGS-

Messenger, 824, John W. Lovitt. J. G. Hall, 275, Wm. H. Townsend and others.

BRIGANTINES—

Leader, 155, Thos. Killam, John K. Ryerson.

Colonist, 86, Prince Durkee and Crosbys. Belle, 86, N. Utley, Wm. Rogers, S. Poole.

SCHOONERS-

Brilliant, 112, Thos. Allen, H. Purdy. Eagle, 88, John Cann and Son. Jebogue, 67, Benj. Rogers, E. Crosby. Orbit, 65, Canns and others. Telegraph, 61, Wm. Hatfield. Dee, 42, George Abbinett. Eolus, 40, Robert Brown and others. Alice, 35, Walter Larkin. Sarah, 30, Jacob Utley.

1852.

BARQUES-

Statesman, 869, Thomas Killam and others. St. George, 450, Wm. H. Moody and others. Cecelia, 312, Lyman and Hugh Cann.

BRIGS-

Defiance, 264, Samuel Killam, Samuel Crosby. Magnet, 171, Nelson Hammond.

BRIGANTINES-

Amanda, 143, Asa Robbins and others. Albina, 134, John K. Ryerson, Saml. Brown & others. Francis Dane, 123, Thomas Dane and others.

SCHOONERS-

Coronet, 103, Jos. Stoneman, Oliver Healey. Revere, 85, Ira Raymond and others. Dart, 70, John W. Lovitt. Wave, 48, Benjamin Rogers, Jr. Liberal, 88, Thomas Killam & Co. Jane, 35, D'Eons. Unity, 26, John Tooker.

1853.

BARQUES-

Investigator, 853, Thomas Killam, N. Moses, John Richards.

Vortex, 586, Thomas Dane, A. C. Robbins and others.

Syphax, 583, Geo. Killam, John K. Ryerson and others.

Wapella, 544, C. & G. W. Tooker and others.

Lotus, 471, Allen & Brown.

Native, 451, N. Utley, R. Guest and others.

Jane Lovitt, 447, A. and G. H. Lovitt and others.

Mary, 416, Thos. Killam, Amasa Durkee and others.

A. A. Drebert, 256, Thomas E. Kelley.

BRIGS-

St. Crispin, 187, Wm. H. Townsend and others.

R. B. Minturn, 179, E. W. B. Moody, David Cook.

BRIGANTINES—

Exemplar, 204, N. K. Clements and others.

Elizabeth Mary, 136, Joseph Porter and others.

Conqueror, 119, Benjamin Rogers, Jr., Joseph Rogers.

Bloomer, 110, Thomas Allen, Henry Purdy.

Frances,* 82, Lemuel Robbins, D. Horton and others.

SCHOONERS-

Alpine, 124, George Killam and others.

Meteor, 86, Thomas Allen.

Active, 80, George Perry and others.

Albion, 74, Samuel Stanwood, Joseph Tooker.

Jane, 74, Thomas Killam.

Catherine, 71, Walter Larkin.

Bernice, 67, David Morrisey.

Water Rose, 66, Cyril and Joseph Porter and others.

Promoter, 61, Amiraults.

Liberty, 53, J. C. and S. D. D'Entrement.

Ferret Lass, 52, J. Lyons and others.

Pursuit, 51, E. Larkin.
Zetland, 51, Thomas Killam.
Angler, 50, G. Sanderson.
Mary, 49, Thomas Killam & Co.
Sarah Catch, 41, Thomas Killam & Co.
Emma, 39, John Foote.
Mary, 29, Charles Holley.
San Jose, 26, W. H. Byrns, O. Brown.

1854.

BARQUES-

Grace, 1092, E. W. B. and J. W. Moody. Eclipse, 946, Thomas Allen.
Arthur White, 806, Thos. Killam, Enos Cook. Mary Leonard, 634, A. & J. Lovitt and others.
Katharine, 587, Wm. H. Moody and others.
Thomas Killam, 569, John K. Ryerson and others. Sophia, 532, Saml. Killam, Lyman Cann.
Robert Leonard, 487, Aaron Goudey and others.
W. B. Dean, 343, Amasa Durkee, Benj. Hilton.

BRIGS-

Elizabeth, 338, Thomas Killam.

Gold Hunter, 295, Wm. Rogers, G. Sanderson & others.

Sabrina, 277, Amasa Durkee and others.

Victor, 232, Thomas Dane and others.

Eureka, 219, A. C. Robbins and others.

Arabella, 190, Walter Larkin.

Cascade, 189, A. C. Robbins, Huestis & Moulton and others.

Samuel Killam, 174, Wm. H. Townsend.

BRIGANTINES-

Joseph Hume, 189, Huestis & Moulton and others. Napier, 171, Joseph B, Porter and others. Helen Marr, 135, C. Cann and others.

Record of Yarmouth Shipping.

Odessa, 98, N. K. and C. W. Clements.
Samuel Campbell, 93, Horace B. Porter and others.
Constitution, 90, Theodore Churchill and others.
Concord, 89, Benj. Ellenwood and others.
Eulalie, 82, Josiah Crosby, Jr. and others.
Neptune, 81, Benj. Ellenwood and others.

SCHOONERS-

John and Mary, 150, John Cann and others. Ospray, 91, D. D'Entremont, M. Amiro. Armenia, 89. James Goodwin, Benj. Roberts. Wedge, 87, Benj. Rogers and others. Admiral, 65, James B. Moody. Triton, 62, C. & G. W. Tooker and others. Prince Albert, 48, Jos. and A. F. Stoneman. Sisters, 48, Joseph Tooker. Antelope, 47, John Cann and others. Transit, 40, N. K. Clements. Vulcan, 39, Moody, Brown & Co. Arrow, 33, J. Bourque and others. Cousins, 30, Benj. Brown. Sarah Ann Hill, 30, J. Beular and others. Envoy, 30, Benj. Brown. Bee, 26, Amasa Durkee, John K. Ryerson.. Evangeline, 21, P. Surette and others.

1855.

STEAMER-

Eastern State,* 427, Yarmouth Steam Navigation Co. BARQUES-

Robert Hastie, 646, Allen & Brown. Tuscarora, 638, John W. Lovitt and others. Mentor, 533, John W. Lovitt and others. Harriet Cann, 464, Lyman Cann and Sons. Onward, 377, Nathan Moses, John K. Ryerson. Elizabeth, 210, John C. Moulton and others.



BRIGS-

Clara Heckman, 843, Henry Heckman. John Richards, 275, Thomas Killam.

BRIGANTINES-

Peerless, 277, George Killam and others. Planet, 181, C. & G. W. Tooker. Avon, 162, Wm. Rogers and others.

SCHOONERS-

Howard Putnam, 121, Porters and others. Louis A. Surette, 65, Peter Surette and others. Wm. Meehan, 61, Francis Bourque and others. Agnes Rose, 47, Jeremiah Murphy. Meridian, 47, J. D'Entremont. Rosalie, 47, Eleazer Hemeon. Adelme, 46, Ryerson, Moses & Co. Temperance, 45, ——. Victoria, 41, Doucett and others. Atlantic, 86, J. W. Lennox. Diligence, 35, L. D'Entremont and others. Zebra, 32, D'Entremont and Amirault. Bloomer, 27, D'Eons and others. Emily Little, 25, John H. Braine. Meridian, 25, J. Amirault and others. Hope, 24, Josiah Nickerson. Collector,* 20, Jonathan Horton, J. W. Moody. Diligence, 17, J. White and others.

1856.

BARQUES-

Ann Augusta, 645, John W. and John Lovitt. S. D. Ryerson, 588, John K. Ryerson and others. Palmyra, 586, Wm. H. Jenkins and others. George Durkee, 568, Amasa Durkee and others. Levanter, 551, A. C. Robbins and others.

Observer, 537, Thomas Killam, Bowman Corning.

W. H. Jenkins, 526, Wm. Robertson and others.

Irvine, 502, Nathan Utley and others.

Mary Richards, 474, Samuel Killam.

Cora Linn, 392, Nathan Moses, B. D. Fleet and others.

BRIGS-

Minnehaha, 343, C. & G. W. Tooker and others.

Edmiston Brothers, 840, Thomas Allen and others.

Annie Laurie, 258, Thos. B. Dane and others.

Eagle, 254, G. Sanderson and others.

Protege, 244, Nelson Hammond.

John W. Lovitt, 224, Joseph Burrell, E. C. Byrns.

Mary, 221, Wm. Rogers, Simeon Gardner and others.

BRIGANTINES—

Herbert Huntington, 380, Geo. Killam, G. S. Brown and others.

Alice Franklin, 314, N. K. Clements and others.

Rescue, 239, Benj. Rogers and others.

Alma, 226, A. C. Robbins and others.

S. P. Musson, 212, Benj. Ellenwood and others.

A. C. Robbins, 195, A. C. Robbins, R. Corning & others.

Canton,* 156, James A. Sterritt.

Cornucopia, 126, Amos B. Brown.

F. P. Ladd, 96, Horace B. Porter, V. White & others.

SCHOONERS-

Jessie Ann, 82, Samuel Killam.

Tornado, 73, Eben Ryder and others.

Almira, 66, Wm. Weddleton and others.

Emblem, 56, John Manning.

Alma, 45, G. Redding, R. Brown.

Caroline, 45, J. & W. Larkin and others.

1857.

SHIPS-

Eleanora, 806, Samuel Killam, Lyman E. Cann.

S. L. Tilley, 787, Thos. Killam, Bowman Corning.

BARQUES-

El Dorado, 688, Thomas Allen, S. J. Hatfield.

Advance, 631, John W. Lovitt and others.

Queen of the Fleet, 595, Aaron Goudey and others.

J. & R. Young, 509, C. & G. W. Tooker, Enos Cook and others.

George Bradford, 505, Wm. K. Dudman and others.

Elizabeth Cann, 495, Lyman Cann, Hugh Cann.

Beaver, 426, Nathan Utley and others.

BRIGS-

Acme, 306, Young & Baker and others. Delhi, 305, Jos. Stoneman, Jr., Thos. B. Dane. Arbutus, 277, Benj. Rogers and others. Margaret, 220, Nathan Utley, Robt. Guest.

BRIGANTINES—

Hibernia, 161, Nathl. Churchill, Jr., John Murphy. Circassian, 141, Eleazer Richan, Thos. B. Tooker. Bloomer, 114, Thomas Killam. Alert, 80, D. & J. Larkin and others.

SCHOONERS-

Bonito (8 masted), 95, Nelson Hammond.
Onward,* 60, ——.
Cohere, 45, Zebina Goudey, R. McKinnon.
Gypsy Bride, 33, P. D. Surette and others.
Two Brothers, 32, J. & W. Larkin and others.
Mary Elizabeth, 31, Benj. Ellenwood.
Five Sons, 30, Moody, Brown & Co.
Pacific, 29, R. Brown and others.
Ruby, 25, Jas. and Henry Goldfinch.

1858.

BARQUES—

Guiding Star, 621, Dennis & Jona. Horton and others. Eliza Young, 530, Young & Baker. Eva, 498, Andrew and William D. Lovitt, E. S. Perry.

BRIGS-

Raymond, 894, A. C. Robbins and others.

Eugenie, 870, E. W. B. Moody and others.

Martha, 271, Thos. Killam & Co.

Princess Royal, 260, Geo. S. Brown and others.

Ellen, 252, John W. Levitt.

W. H. Townsend, 218, Wm. H. Townsend, F. S. Crosby.

Lucinda, 190, Moody, Brown & Co.

BRIGANTINE-

H. D. Ruggles, 103, James A. Sterritt.

SCHOONERS-

Argyle,* 80, Chas. W. Clements.
Legate, 65, D'Entremonts and D'Eons.
Eugenie, 60, Ryerson, Moses & Co.
Columbia,* 55, S. M. Ryerson.
Independence, 45, George Strickland.
Reliance, 49, Josiah Porter and others.
Perseverance,* 25, ——.

1859.

SHIP-

Robert Treat,* 654, Aaron Goudey and others.

BARQUES-

A. & J. Fulton, 605, Wm. Robertson, Jos. B. Lovitt. Mary Baker, 361, Young & Baker. Return, 309, Samuel Killam, Benj. Murphy. Agnes C. James, 283, Aaron Goudey and others. John Clemens, 283, Geo. S. Brown and others.

BRIGS-

Lois, 350, Nathan Moses, John K. Ryerson. Louisa, 220, Thos. Killam and others. Triumph, 206, John Murphy, John V. N. Hatfield.

BRIGANTINES-

Welsford,* 142, John K. Ryerson and others.

Ann Lovitt, 135, Henry Burrell and others. Ocean Belle, 112, A. C. Robbins and others. Samuel B. Johnson, 104, G. Sanderson and others.

SCHOONERS-

Mary Fraser,* 89, Jas. B. Moody, R. K. Lonergan. Seven Brothers, 81, Thos. Killam & Co. Mary, 66, Ira Raymond. Prime, 64, Thos. Killam and others. Digby Packet,* 46, Hugh McManus and others. Sarah, 40, Thos. Killam, Jas. A. Sterritt. Emily A. Rogers, 35, Benj. Rogers and others. Harmony, 93, Oliver Healey and others. Emma,* 32, Thos. Killam and others. Bee, 30, John V. N. Hatfield. Emma, 28, Peter and Gabriel Muse. Express,* 26, Benj. Ellenwood. · Sarah, 25, Benj. Ellenwood. Maggie, 24, A. F. Stoneman, D. Smith. Challenge,* 23, Thos. Killam. Witch of the Wave, 22, Ira Raymond and others. Josephine,* 22, J. G. Dallinger, David A. Wyman.

1860.

SHIPS-

Clyde, 719, A. C. Robbins and others. Fanny Fern, 622, Lyman Cann, Lyman Cann, Jr.

BARQUE-

Frank Lovitt, 598, Andrew and Wm. D. Lovitt, Hugh Cann.

BRIGS-

Lady Mulgrave, 287, Wm. H. Jenkins. Bluenose, 263, Samuel and John Killam. Pioneer, 230, Thos. Killam & Co.

Napoleon,* 21, Joseph Stoneman, Jr.

BRIGANTINES—

Mary Holland,* 229, John K. Ryerson.

Village Belle, 171, Thos. Killam & Co. and others.

Alice V. Goodhue, 150, A. C. Robbins and others.

Lizzie Gardner, 118, Nathl. B., Enos and Simeon Gardner.

Renfrew, 90, Ryerson, Moses & Co.

SCHOONERS-

Frances Jane, 104, John E. Dennis, A. and J. Bain.

President, 85, John W. Lovitt and others.

John Moody, 74, Wm. H. Moody and others.

J. P. Roles, 74, Wallace Crosby and others.

E. W. Greenwood, 70, N. K. Clements.

Fanny Stewart,* 70, John Clune.

Prairie Flower,* 65, Benj. Rogers & Co. and others.

Zebulon, 63, Thos. Killam & Co.

Lily, 58, Wm. K. Dudman.

Argonaut, 51, John Spinney.

Compeer, 50, James A. Hatfield and others.

Bounding Billow,* 47, Charles Killam.

Algerine, 40, John and William Smith.

Sparkling Sea, 39, Joseph and Thos. Purdy.

Ocean Gem, 36, G. D. D'Entremont and others.

Hatfield, 35, Isaac S. Hatfield.

Alna, 35, Geo. S. Brown and others.

Jessie, 33, G. Sanderson.

1861.

SHIPS-

Research, 1459, Thomas Killam.

Home, 1271, Samuel Killam.

Mary Durkee, 880, Amasa Durkee and others.

Eliza McLauchlan, 684, A. C. Robbins and others.

BARQUES-

Cameo, 707, Wm. Robertson, Jos. B. Lovitt & others.

Dennis Horton, 706, D. Horton and Sons and others. Centenary, 406, Young & Baker. Hero, 373, Aaron Goudey and others. Josephine, 318, Geo. S. Brown and others. Thomas Whitney, 280, Jacob C. Kelley.

BRIG-

Jennie Moody, 312, J. W. Moody and others.

BRIGANTINES—

S. C. Shaw, 124, S. M. Ryerson and others. W. Padmore, 116, Horace B. Porter and others. Victoire, 107, Wm. K. Dudman and others.

SCHOONERS-

Sarah J. Sterritt, 91, James A. Sterritt.

Victor,* 87, Thos. Killam & Co.

Ocean Queen,* 78, Thomas B. Tooker.

Melrose,* 69, Enos Cook and others.

Ocean Gem, 62, Aaron Goudey and others.

Ocean Queen,* 50, Paul Robichau and others.

Mary,* 50, John Clune, J. S. Witter.

Active,* 50, Weddleton & Frost and others.

Hero,* 50, Benj. Ellenwood, N. Utley.

Loyal,* 46, Huestis & Moulton, Jas. M. Davis.

Azoff, 40, Maurice Forbes and others.

Almira, 33, Wm. Weddleton and others.

Artist,* 29, J. R. Kinney, R. M. Kelley.

Cherub, 26, Ryerson, Moses & Co.

Tyro, 26, Wm. Burrill and others.

1862.

SHIPS—

Francis Hilyard, 976, John W. Lovitt, John Lovitt. A. & E. Lovitt, 872, Andrew, G. H. and W. D. Lovitt, Hugh Cann.

Jane, * 755, J. S. Hatfield and others.

Gondola, 726, D. and J. Horton and others. Miner, 597, Samuel Killam.

BARQUES-

Kensington, 828, Nathan Utley and others.

Ada, 815, Benj. Murphy and others.

Susan M. Dudman, 745, William K. Dudman, Samuel Brown.

Eudora, 708, A. Durkee & Son, Benj. Hilton.

Elizabeth Jenkins, 667, Wm. H. Jenkins.

A. W. Singleton, 560, Robt. and Thos. Guest, A. B. Trask.

Bidwell, 493, Young & Baker.

Laboramus, 464, Ira Raymond & Co. and others.

E. A. Souder, 429, Ryerson, Moses & Co.

Chas. Gumm, 350, A. C. Robbins and others.

Ann & Alice, 309, J. S. Hatfield and others.

Matilda A. Lewis, 269, Sheldon Lewis and others.

Tubal Cain, 221, John Cann and others.

BRIGS-

Echo, 265, Aaron Goudey. Conquest, 191, S. Brown and others.

BRIGANTINES—

J. & S. Brown, 230, Jos. J. Brown and others.

W. A. Rogers, 162, Wm. Rogers and others.

Cecile,* 156, N. K. Clements.

Althea, 98, Saml. and Ralph Messenger.

SCHOONERS-

Monitor, 105, John W. Lovitt and others.

Lochness,* 99, Thomas Killam.

Lydia,* 93, Theodore Churchill.

Valorous,* 71, N. K. Clements.

Antelope, 68, John W. Lovitt and others.

Brilliant,* 68, C. & G. W. Tooker.

Antelope,* 57, Horace B. Porter and others. Stella Maris,* 55, Thomas Killam.

Harriet,* .55, Young & Baker.

Chariot,* 54, Geo. Strickland.

Glen, 54, N. K. Clements.

Beau Bassin, 53, J. Murphy and others.

Plover,* 53, Alex. Johnson.

Dasher, 52, Ryerson, Moses & Co.

Liberator, 50, Ryerson, Moses & Co.

Blue Wave, 43, Charles Pinkney.

Thorn,* 41, Thos. Killam & Co.

Hector,* 34, Wm. Weddleton and others.

Clementina, 34, J. Larkin.

Henrietta, 33, Jos. B. Stoneman and others.

Lydia, 30, E. Spinney.

Sparkling Gem, 30, S. M. Ryerson.

Rapid,* 30, John Manning.

Huntington,* 25, Dennis Halloran and others.

1863.

SHIPS—

N. & E. Gardner, 1465, Samuel Killam. Julia, 894, John K. Ryerson and others. Alexandra, 889, A. C. Robbins and others. Tyro, 795, Dennis & Doane and others. Lilian, 728, Lyman Cann and others. Lydia,* 700, N. K. Clements. Charles J. Baker, 552, Young & Baker.

BARQUES-

Agnes M. Lovitt, 710, Joseph B. Lovitt and others. Wentworth, 678, D., C. E. & Jona. Horton and others. Presto, 621, A. C. Robbins and others. Robert Sims, 617, Wm. H. Moody & Son and others. George Bell, 599, Andrew, Wm. D. and G. H. Lovitt. Argo, 595, Aaron and Zebina Goudey.

Lyman Cann, 592, Lyman Cann and others. Maria, 590, Nathan Moses and others. Orion, 587, Wm. H. Townsend, F. G. Cook. Danish Princess, 562, C. & G. W. Tooker and others. Edward Hincken, 546, John W. Lovitt and others. George S. Brown, 537, Robert Brown and others. Maggie Hammond, 522, Amasa Durkee. Rising Dawn, 516, Wm. Robertson & Son and others. Stella, 484, Wm. K. Dudman and others. Hiawatha, 450, N. K. Clements. Eugenia, 433, Ryerson, Moses & Co. Prowess, 379, John V. N. Hatfield and others. Exchange, 371, Thomas Killam and others. M. E. Corning, 354, Thomas Killam and others. Winnifred,* 329, N. K. Clements. Augusta Kelley, 304, Wm. Rogers and others.

BRIGS-

Annie M. Young, 345, Young & Baker. Daisy, 337, George and S. M. Ryerson. S. J. Sanderson, 312, G. and G. G. Sanderson. Excelsior, 278, Joseph J. Brown and others.

BRIGANTINES-

Lone Star, 208, Henry Kenneally. Lizzie Ryder, 104, John Ryder. Mary Salter,* 79, John K. Ryerson.

SCHOONERS-

Maggie Louisa, 171, Nathan Utley and others.
Lane,* 150, N. K. Clements.
Express,* 130, N. K. Clements.
Sophia, 110, George Killam.
H. Havelock,* 103, John Clune.
Herbert, 99, George Killam.
Forest Oak,* 92, Theodore Churchill and others.
Excelsior, 87, Edward S. Ellis.

Winter Bird,* 84, E. C. Hilton, N. Weston and others.

Bellona,* 65, Benj. Ellenwood.

Heber, 58, Benj. Killam and others.

Albert, 57, George Killam.

Maria, 56, George Killam and others.

N. G. W. D'Entremont, 53, D'Entremonts.

Bluenose,* 52, R. K. and John Lonergan.

Veloz, 46, Ryerson, Moses & Co.

Freedom, 45, Benj. Ellenwood.

S. M. Ryerson, 44, Levi Nickerson and others.

Emily, 42, J. G. Dallinger.

Dot, 40, Ryerson, Moses & Co.

Active,* 39, Obed Smith and others.

Enchantress, 35, S. D'Entremont and others.

Frances, 34, N. Landers, A. C. Robbins.

Lilian, 30, James Spinney and others.

1864.

SHIPS-

Henry Pelham, 817, John W. Lovitt and others. C. C. Horton, 775, Dennis, C. E. and Jona. Horton. Speculator, 747, Thos. Killam, Thos. Killam, Jr. Mary Raymond, 678, A. C. Robbins and others.

BARQUES-

W. H. Jenkins, 721, L. E. Baker, John Young. Sciota, 696, A. C. Robbins and others.

James B. Duffus, 672, Wm. Burrill and others.

Highland Mary, 640, N. & E. Gardner and others.

Mavourneen, 618, Geo. S. Brown and others.

Howard, 597, Wm. Rogers and others.

Abbie Thomas, 590, George H. and Andrew Lovitt.

George H. Jenkins, 582, Dennis & Doane and others.

B. Rogers, 576, Benj. Rogers and others.

Carrie Wright, 540, Samuel E. Flint and others.

Margaret Hatfield, 497, J. S. Hatfield and others.

Sarah A. Dudman, 459, Wm. K. Dudman and others. Kate Smith, 409, Wm. Rogers, B. Hilton and others. Louisa Cook, 280, J. W. Moody and others. Maximilian, 268, A. F. Stoneman and others. Margaretta, 250, J. W. Moody, Nelson Hammond.

BRIG-

Attie Durkee, 807, Thomas Killam and others.

BRIGANTINES—

Mary Ida, 225, Nathan Utley and others. Bride, 178, Jas. A. Sterritt, A. W. Blauvelt. Fawn, 155, W. H. Townsend & Son and others. Triton, 132, Joseph B. Stoneman and others. Georgina, 120, G. Sanderson.

SCHOONERS-

Anna Lavinia, 81, George Killam, B. Rogers & others. Hiram Spofford, 76, Benj. Rogers and others. Ocean Bride, 70, Robert K. Lonergan. Mulgrave, 70, Ryerson, Moses & Co. Carrie, 68, N. & E. Gardner and others. General Doyle, 67, George Killam and others. Joe Kinney, 66, Whitfield Ellis. Janette, 64, Benj. Ellenwood. Bride, 58, W. Goodwin and others. Ajax, 53, Amiro and D'Entremont. William,* 51, George Killam and others. Kate,* 48, Nathan McConnell and others. Valiant, * 39, John Manning. Wm. McLeod, 39, S. Amiro and others. Nancy Ann, 35, P. D. Surette and others. S. B. Nickerson, 33, S. B. Nickerson and others. Ellen, 29, George S. Brown.

1865.

SHIP-

General Williams, 989, George S. Brown and others.



BARQUES-

72

Freeman Dennis, 808, Dennis & Doane and others. Kate Young, 697, John Young.
Sirian Star, 610, John W., John and Jas. J. Lovitt. Francis Bourneuf, 570, William D. Lovitt.
Annie, 480, Aaron Goudey.
M. & E. Robbins, 462, A. C. Robbins and others.
James Muir, 447, John K. Ryerson and others.
George Henry, 421, Lyman Cann, Lyman Cann, Jr. Emma Muir, 375, Robert and Thos. Guest.
Florence Baker, 365, L. E. Baker, Jas. M. Bond.

BRIGANTINES-

Sarah Crowell,* 148, Thomas Killam. Edward Everitt, 112, Ryerson, Moses & Co.

SCHOONERS-

S. K. Gale,* 111, David Richards.
Catherine,* 101, R. M. Kelley and others.
Alliance,* 93, Law & Porter and others.
Minna, 63, George Killam and others.
Progress,* 59, Robert K. Lonergan.
Twilight, 58, A. F. Stoneman & Co.
Mary Elizabeth, 58, G. Redding, E. K. Rogers.
Leon Porter, 56, Geo. S. Brown and others.
Almira,* 55, Obed Smith.
Benj. Killam, 54, Prince H. Durkee.
Mary E. Banks,* 50, A. J. Hood and others.
S. Johnson, 48, Thomas Killam.
Frances Harriet, 42, Sheldon Lewis, S. Durkee.
Tivy, 27, LeBlanc and others.
Triumph, 26, F. J. D'Entremont and others.

1866.

STEAMERS-

Linda,* 450, Yarmouth & Boston Steamship Co. Gypsy, 25, Yarmouth Steam Tug Co.

SHIPS-

Abby Ryerson, 1145, Ryerson, Moses & Co. Royal Charlie, 996, Amasa Durkee.
W. J. Hatfield, 891, Nath'l Churchill, Jr. and others.
W. H. Moody, 686, W. H. Moody and others.
Bessie Crosby, 681, A. C. Robbins and others.
Abigail, 626, A. C. Robbins and others.

BARQUES-

Northern Queen, 776, Dennis & Doane and others. Sydenham, 659, N. Utley, D. Millar and others. Black Brothers, 651, A. F. Stoneman and others. L. G. Biglow, 564, Wm. H. Townsend & Son and others. Brazil, 555, Thomas Killam, Bowman Corning. Jacob Hatfield, 448, J. S., A. M. and S. J. Hatfield. Golden West, 359, George G. Durkee and others. M. H. Culbert, 326, Thomas Allen, Jr. and others. Elgin, 299, J. W. Moody and others. Gladstone, 267, D., J., C. E. and Israel Horton.

BRIGS-

Martin Burns, 312, G. Sanderson, A. C. Robbins.. Uruguay, 299, Thomas Killam. H. L. Gilliatt, 229, C. & J. Beular and others. Hatfield Brothers, 203, F. Hatfield and others.

BRIGANTINE-

A. J. Raymond, 97, Joseph R. Raymond.

SCHOONERS-

H. O. Warren,* 99, Charles W. Clements. Flora, 87, Jacob A. Raymond and others. Albatross, 84, John Ryder & Son. Minnie Arnold,* 81, William M. Bond. Sunrise, 78, John Young, Kinney & Corning. Despatch, 73, Ryerson, Moses & Co. Osceola,* 69, Wm. H. Gridley and others.



Thos. Bagley,* 60, Horace B. Porter and others.
L. Ryder, 59, Henry Ryder and others.
Pandora, 57, O. W. Slocomb, J. Kinney.
J. R. Amiro, 52, D. Amiro and Brothers.
Rosalie, 49, Benj. and Lyman Robbins.
Volant,* 49, William Killam.
Florins, 44, A. F. Stoneman.
Flash, 42, J. A. Hatfield and others.
Jean Porter, 38, Frank White and others.
Dezette,* 31, Benj. Robbins, J. Pinkney.
Maggie Rose, 28, A. Mulason and others.
Defiance,* 26, Robert S. Eakins, Jr.
Sea Hound, 25, C. Boudreau and others.
J. Corning, 25, P. LeBlanc and others.
Joseph, 25, Joseph Bourque and others.

1867.

:SHIPS-

Clara Killam, 838, Loran E. Baker, Lyman E. Cann. Aurora, 666, A. C. Robbins and others.

BARQUES-

Sabra Moses, 695, Nathan Moses and others.
George Peabody, 693, L. E. Baker, Geo. N. Churchill.
Annie M. Cann, 672, Hugh Cann and others.
Ranger, 630, Dennis & Doane and others.
Melbourne, 621, William D. Lovitt.
Ermina, 512, Wm. Rogers and others.
N. K. Clements, 459, N. K. Clements, D. C. Kelley.
Lalia, 890, Aaron Goudey.
Tropic Bird, 821, A. C. Robbins and others.
Clara, 807, W. H. Gridley, J. W. Moody and others.
Volo, 280, A. C. Robbins and others.

BRIG-

Natrona, 255, Wm. Robertson and others.

BRIGANTINES-

Edward,* 172, N. K. Clements.
Boomerang,* 166, Simeon Allen.
Londra,* 150, John K. Ryerson.
Conquerall,* 147, Edmund C. Hilton and others.
New Dominion, 125, N. K. Clements, Asa Robbins.
New Era, 114, Ryerson, Moses & Co.
Wilfred, 96, Aaron Goudey and others.
Myra, 84, G. Sanderson.

SCHOONERS-

G. T. Winsor,* 98, A. F. Stoneman. Boadicea, 79, Reuben Goodwin and others. Ariel, 76, Jacob Bingay and others. Island Gem, 60, Moses Goodwin and others. Spartan, 59, W. Roberts and others. Harp, 56, D. Surette and others. J. & J. Locke, 54, P. D. Surette and others. Azora, 54, P. and C. S. D'Eon and others. Lady Bourque, 53, F. G. A. Babine and others. Young Scotland, 47, Cyrille Porter and others. West Point, 88, F. T. Porter and others. M. & L. White, 36, Silvine LeBlanc and Brother. Zambezee, 30, Isaac and F. D'Entremont. May Rose, 25, Louis P. Amiro and others. Exchange, 21, J. Surette and others. Sea Bird, 21, S. Porter and others.

1868.

SHIPS—

Winnifred, 1012, Dennis & Doane and others. Marion Emerson, 699, Samuel Killam.

BARQUES-

Athlete, 780, John W. and John Lovitt. Kate Crosby, 696, A. C. Robbins and others.



Grace E. Cann, 683, Hugh Cann and others. Kate Sancton, 677, George H. Lovitt. E. H. Duval, 661, Wm. Rogers and others. Chili, 649, Killam Brothers and others. N. Churchill, 610, Nath'l Churchill, Jr. and others. John Bright, 505, A. F. Stoneman and others. Eliza Evelina, 350, Joseph R. Raymond.

BRIGANTINES---

Repeal, 93, Young, Kinney & Corning. Bloomer,* 88, Robert K. Lonergan.

SCHOONERS-

Henry LeBlanc,* 94, Law, Porter & Co. and others. Exchange, 87, Freeman and David Larkin.

Willie Cox,* 66, George R. Doty and others.

Isaac Goodwin, 58, Isaac Goodwin and Anderson.

Lark, 55, J. D'Entremont and others.

Serene, 55, Mark Amiro and others.

Superb,* 53, John Lonergan.

Margaret Elizabeth, 45, A. F. Stoneman and others.

Volunteer,* 42, James A. Sterritt.

Forest Flower, 40, G. B. Goodwin and others.

Sarah,* 38, John Lonergan.

Banner, 35, J. Lennox.

Superior,* 30, Young, Kinney & Corning and others.

Adelaide, 27, J. Lennox and others.

Azalie, 25, F. D'Entremont and others.

1869.

STEAMER-

G. W. Johnson, 72, Yarmouth Steam Tug Co.

SHIPS-

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Herbert Beech, 1061, Young, Kinney & Corning and others.

Chatsworth,* 1037, Saml. J. and Abram M. Hatfield.

77

Ellen Goudey, 940, Aaron Goudey and others. Andrew Lovitt, 836, William D. Lovitt.

BARQUES-

Yarmouth, 698, L. E. Baker and others. George W. Jones, 679, A. C. Robbins, F. S. Crosby. Jerome Jones, 636, John W. Lovitt'and others. Emma Parker, 496, Young, Kinney & Corning & others. Mary Killam, 421, John Killam and others. Evangeline, 325, Wm. H. Townsend & Son and others.

BRIG-

Willie, 282, William D. Lovitt.

BRIGANTINES—

Arthur, 123, Aaron Goudey & Co. Afton,* 121, Benj. Stanwood. Eclipse,* 105, Young, Kinney & Corning.

SCHOONERS-

Jonathan, 60, W. D'Entremont and others. Salvador, 60, D'Eon and others.

Manzanilla, 60, D'Entremont and others.

Ottawa, 54, Ryerson, Moses & Co.

Lamartine, 50, Ryerson, Moses & Co.

Shooting Star,* 45, Benj. Stanwood.

Fish Hunter, 25, Prosper Surette.

Splendid, 21, S. D'Entremont and others.

1870.

SHIPS—

Royal Charter, 1247, Nath'l Churchill, Jr. and others. Annie Bingay, 1048, Jacob Bingay and others. Tidal Wave, 999, Young, Kinney & Corning and others. Edith, 898, D., J. & C. E. Horton and others. Eliza Everitt, 884, John K. Ryerson and others. Arlington,* 849, B. P. Ladd and others.

Nova Scotian, 733, Saml. J. and Abram M. Hatfield. Resolute,* 634, Thomas E. Kelley.

BARQUES-

Emily Lawther, 762, J. W. Moody and others.

Sarah B. Cann, 757, Hugh Cann and others.

Sarah, 753, A. C. Robbins and others.

Mary Lawton, 743, George H. Lovitt.

Carleton, 742, Dennis & Doane and others.

Manitobah, 698, W. H. Moody & Sons and others.

Colorado, 682, Thos., E. S. and R. C. Perry and others.

Autocrat, 665, J. W. Moody and others.

Bachelors, 655, Lyman Cann and others.

W. E. Heard, 587, A. C. Robbins and others.

Somerville,* 333, B. P. Ladd and others.

BRIG-

Sarah L. Hall, 270, B. P. Ladd, B. Davis and others.

BRIGANTINES—

Minnehaha,* 244, B. P. Ladd, Benj. Davis.

Wanderer, 192, B. P. Ladd, Geo. G. Durkee & others.

Alexander William,* 166, Geo. G. Sanderson.

Xagua, 160, Killam Brothers.

Mary E. Ladd, 149, B. P. Ladd.

SCHOONERS-

Carrie Douglas,* 172, B. P. Ladd and others.

Diploma, 66, Louis D'Eon and others.

Annie Laurie,* 44, Aaron Goudey & Co.

Pubnico Belle, 44, Louis D'Eon, G. D'Entremont.

I. H. Goudey, 36, James Amiro and others.

Elizabeth, 30, Ladd, Porter & Co.

Alice May, 21, S. D'Entremont and others.

1871.

STEAMER-

Emperor,* 352, N. K. Clements, J. King.

SHIPS—

Lillie Soullard, 997, Ryerson, Moses & Co., Henry Webster.

. Lennie, 984, William D. Lovitt.

Republic, 843, Wm. Rogers and others.

Livingstone, 811, D., C. E. and Jonathan Horton and others.

BARQUES-

Nenuphar, 846, John W. Lovitt & Sons, I. L. Walker.

Peru, 820, Killam Brothers and others.

Champion, 799, Amos Scott and others.

George W. Hunter, 793, Nath'l Churchill, Jr. & others.

James R. Boyd, 779, A. F. Stoneman and others.

Templar, 777, A. C. Robbins and others.

Charles F. Elwell, 755, Zebina Goudey and others.

A. Goudey, 717, Asron Goudey, Norman H. Bent.

Kate Burrill, 690, Wm. Burrill & Co., Jas. M. Davis.

Southern Belle, 587, A. C. Robbins and others.

Brothers, 587, Lyman Cann and others.

BRIGANTINES—

Charles A. Hoard, 240, Ralph Messenger, Norman B. Bain.

Vesta, 135, Ladd, Porter & Co.

M. E. Coipel, 115, A. F. Stoneman & Co.

SCHOONERS-

Gladiator,* 124, James M. Davis and others.

Water Lily,* 85, Young, Kinney & Corning.

Placoid, 70, Wm. Pennington.

Bessie Gardner,* 68, Young, Kinney & Corning and others.

Digby,* 58, Wilson G. Sims, Ensley Patten.

Electric Flash,* 55, David D'Entremont and others.

Amazon, 42, Silvain D'Eon and others.

U. S. Grant,* 32, Young, Kinney & Corning.

1872.

SHIPS-

Rossignol, 1509, Young, Kinney & Corning and others.

Ryerson, 1428, John K. Ryerson and others.

Edgar, 1180, Nath'l Churchill, Jr. and others.

Chloe, 996, Wm. Rogers and others.

Argonaut, 630, L. E. Baker.

BARQUES-

Talisman, 953, Dennis & Doane and others.

George B. Doane, 941, Dennis & Doane and others.

Toledo, 929, William Law and others.

M. & E. Cann, 920, Hugh, Lyman, Hugh E. and Wm.

A. Cann.

Tancook, 898, Wm. H. Moody & Sons and others.

Lima, 892, Killam Brothers and others.

Blanche Thomas, 835, George H. Lovitt.

Traveler, 830, Dennis & Doane and others.

Northern Chief, 808, Dalhousie Millar and others.

Gordon, 604, Nath'l Churchill, Jr. and others.

Maggie Horton, 532, D., J., C. E. and Israel Horton and others.

BRIGANTINES-

Premier, 293, Benj. Rogers & Son and others.

Anna Mitchell,* 170, G. G. Sanderson, H. Doane.

James, 160, John Ryder & Son.

Watchmate,* 151, Aaron Goudey and others.

Pronto, 139, Ryerson, Moses & Co.

Dundee,* 126, Henry K. Richards and others.

Clifford,* 105, Benj. Rogers & Son.

SCHOONERS-

Excelsior,* 87, Edward S. Ellis.

Olika, 55, J. H. Porter & Co. and others.

J. W. S. Giffin,* 52, A. F. Stoneman & Co. and others.

Emblem, 48, A. F. Stoneman & Co.

Pigeon, 33, Frank Coutreau and others. Stranger, 30, G. R. Doty and others.

1873.

SHIPS-

Adolphus, 1818, Young, Kinney & Corning and others. Royal Charter, 1804, Nath'l Churchill, Jr. and others. Regina, 1212, John Murphy and others.

Oasis, 1151, William D. Lovitt.

Annie Goudey, 1185, Aaron Goudey, Norman H. Bent. Joseph Milbury, 1078, John W., John and Jas. J. Lovitt and others.

William, 998, Wm. Rogers and others.

Aneroid, 982, Dennis & Doane and others.

Maria Stoneman, 959, A. F. Stoneman and others.

Bolivia, 925, Killam Brothers and others.

BARQUES-

Almira Goudey, 971, Zebina Goudey and others.

Kate Cann, 954, Hugh Cann and others.

Mizpah, 898, Nathan B. and Henry Lewis and others.

Annie Burrill, 897, Wm. Burrill & Co. and others.

Nellie T. Guest, 888, Thomas & Geo. H. Guest, S. E. Messenger.

Dartmouth, 873, L. E. Baker and others.

Nellie Moody, 746, A. F. Stoneman and others.

Underwriter, 697, Lewis & Co. and others.

Milo, 684, A. C. Robbins.

Herbert C. Hall, 650, B. P. Ladd and others.

Fanchon, 597, Young, Kinney & Corning and others.

Live Oak,* 493, James M. Davis and others.

Viking, 376, S. M. Ryerson and others.

BRIGANTINES-

Winogene, * 390, Dennis & Doane.

John Givan,* 193, James M. Davis and others.

Sebastopol,* 170, John K. Ryerson.
Tropic,* 145, Waitstill and Geo. Baker.
Sophia,* 96, Aaron Goudey.

SCHOONERS-

Austin (3 masted), 320, Churchill, Davis & Co. & others. Kedron,* 120, Churchill, Davis & Co. and others. Jessie Jones,* 97, A. Goudey & Co. Wide Awake, 75, A. F. Stoneman & Co. and others. Brisk, 68, Simon D'Entremont and others. E. Goodwin, 68, Isaac Goodwin and others. Zaidee, 60, Thomas Gayton and others. Howard Locke, 54, J. Lennox and others. Juno,* 48, G. B. and C. Goodwin. Balarose, 45, D'Entremont Brothers. Genuine,* 45, E. Newell. Rhuama,* 40, Jos. W. Crowell, R. Robinson. Laughing Water, 37, John Goodwin and others. B. K. Kelley, 35, R. D'Entremont and others. Morning Star,* 33, M. and V. Coutreau. Blooming Dale,* 30, Theodore Churchill.

1874.

SHIPS-

Lydia, 1200, William Law and others.
Sarah, 1176, Nath'l Churchill, Jr. and others.
George Bell, 1137, George H. Lovitt.
Cambridge, 1135, B. P. Ladd and others.
Antoinette, 1118, Dennis & Doane and others.
Otago, 1095, Nathan B. Lewis and others.
N. W. Blethen, 1092, Dennis & Doane and others.
Charlie Baker, 1063, L. E. Baker and others.
J. C. Robertson, 1036, L. E. Baker and others.
Peter Young, 1035, A. F. Stoneman and others.
A. F. Stoneman, 1017, J. W. Moody and others.
Magnolia, 998, Thomas B. Flint and others.

Souvenir, 977, William D. Lovitt. Samuel G. Glover,* 910, L. E. Baker and others. Acadian, 887, A. M., S. J., E. B. and G. A. Hatfield.

BARQUES-

H. A. Parr, 1114, A. C. Robbins and others.
Reformer, 998, D., J. and C. E. Horton and others.
B. Hilton, 986, Wm. Rogers and others.
Hattie Goudey, 998, Zebins Goudey and others.
Lois; 852, John Murphy and others.

BRIGANTINES—

Nellie Crosby, 440, Aaron Goudey and others. S. N. Collymore, 221, Viets & Dennis and others. Pucelle, 186, Jacob Bingay. Mary B. Gardner, 152, G. W. Ellis and others. Florence,* 111, N. B. Gardner.

SCHOONERS-

Kelso, 111, J. H. Porter and others.
Grand Master, 108, B. Hines, J. Murphy.
J. Morton,* 97, Aaron Goudey.
British Eagle,* 70, A. Goudey & Co.
Lynx, 58, Benj. Rogers & Son and others.
A. E. Dater,* 48, Hiram Spinney and others.
California,* 40, Levi Goodwin.
Golden Eagle,* 40, Wm. A. Killam and others.
Pleiades, 38, Mande D'Entremont and others.
Highlander, 38, Eli D'Entremont and others.

1875.

STEAMER-

Alida,* 86, N. Churchill.

SHIPS-

St. Bernard's, 1564, William D. Lovitt.
Walter D. Wallet, 1413, J. A. and N. B. Hatfield and others.

Stamboul, 1248, Lovitt & Co., Jacob Bingay, J. H. Cann. Kinburn, 1198, W. H. Moody & Co. and others. John Bunyan, 1193, Aaron Goudey.
Lizzie Burrill, 1185, Wm. Burrill & Co.
Annie M. Law, 1178, Wm. Law and others.
Paul Boyton, 1097, Andrew Lovitt and others.
Bonanza, 1078, Nathan Moses and others.
Natant, 1072, Lovitt & Co., I. L. Walker.
Hectanooga, 1043, Dennis & Doane and others.

BARQUES-

Maggie Miller, 1076, Zebina Goudey and others. Ecuador, 1059, Killam Brothers. Sokoto, 958, John Killam and others. Addie H. Cann, 650, Lyman Cann and others. Luedna Durkee, 576, John Y. Robbins and others.

BRIGANTINE-

L. W. Eaton,* 140, B. Rogers & Son.

SCHOONERS-

William Jenkins, 120, N. B. Gardner.
Barbaroni, 100, Peter D'Eon and others.
Alfarata, 47, James Amiro and others.
Rainbow, 36, Wm. D. Lovitt.
Mariner's Guide, 34, J. R. Rogers and others.
Stars and Stripes, 33, Benj. Davis.
Redbreast, 21, M. Devault and others.

SLOOP-

Secret, 11, Yarmouth Yacht Club.

ABSTRACT OF THE SHIPPING OF YARMOUTH.

Nors.—Vessels previous to 1787 are omitted in this Table.

					Omreed in wi		
	1787	-			1796		
1 Bri	0,	48		8	Schooners,	817	tons.
24 Sch	ooners,	568	"		1505		
	sels.	616	tons.		1797		4
20 105	•				Schooners,	197	tons.
	1788				Sloop,	199	
	ops,	190 54		7	vessels,	330	tons.
 10 voc	sels,	244	tong		1798		
10 108	1789		WILE.	4	Schooners,	201	tons.
7 Sch	ooners,	191	tons.		1799	•	
	1790			1	Brigantine,	53	tons.
1 R-	g,		tong	8	Schooners,	93	**
	ooners,		"	4	vessels,	146	tons.
6 ves	sels,	244	tons.		1800).	
	1791	.•		4	Schooners,	128	tons.
10 Scl	nooners,		tons.		1801	l .	
	1792	-		7	Schooners,	400	tons.
6 Scl	nooners,	147	tons.	2	Sloops,	84	"
6 Sc.	1798 hooners,		√tons.	9	vessels,	484	tons
	1794	ı			1809	2	
K 80	hooners,		tong	1	Brigantine		tons
U DU	•	•	•ОЩВ•	1	Schooners,		
	1798			-		_	
6 Sc	hooners,	210	tons.	9	vessels,	856	tons

-00	REU	ORD OF IN	RECOTE DELPTING.
	1803.		1810.
7	Schooners,		1 Brigantine, 117 tons.
1	Sloop,	44 "	8 Schooners, 403 4
-8	vessels,	898 tons.	9 vessels, 520 tons.
	1804		1811.
13	Schooners,	658 tons.	8 Brigs, 577 tons.
			8 Brigs, 577 tons. 18 Schooners, 829 "
	1805.	•	
14	Schooners,	475 tons.	21 vessels, 1406 tons.
	1806	•	1812.
1	Brigantine,	181 tons.	12 Schooners, 961 tons.
	Schooners,		2 Sloops, 75 "
_			
18	vessels,	692 tons.	14 vessels, 1036 tons.
•	1807		1813.
1	Brig,	156 tons.	2 Brigs, 433 tons.
	Schooners,		12 Schooners, 610 "
	•		14 vessels, 1048 tons.
12	vessels,	722 tons.	14 Vessels, 1040 Wils.
	1808		1814.
1	Ship,	290 tons.	1 Ship, 300 tons.
1	Brig,	188 "	1 Brigantine, 121 "
:6	Schooners,	217 "	19 Schooners, 1190 "
1	Sloop,	19 "	2 Sloops, \$7 "
-	vessels,		23 vessels, 1698 tons.
•	Annadra,	TT. WILD.	20 (088018, 2000 10118)
•	1809		1815.
1	Brig,	261 tons.	2 Brigs, 277 tons.
· 1	Brigantine,	132 "	14 Schooners, 658 "
5	Schooners,	408 "	3 Sloops, 200 "
7	vessels,	796 tons.	19 vessels, 1135 tons.

1816.	•		ı	1822	.	
2 Brigs,	271	tons.	1	Brig,		tons.
16 Schooners,	749	46	1	Brigantine,	107	:66
18 vessels, 1			6	Schooners,	223	"
1817.			8	vessels,	560	tons.
		tons.				
8 Brigs, 9 Schooners,	537	66	٠.	1825	•	
1 Sloop,	51	"	8	Schooners,	346	tons.
18 vessels, 1	076	tons.		1824	•	
1818.		•	4	Brigs,	947	tons.
1 Brig,		tona	4	Schooners,	158	"
12 Schooners,			=	•		
— Somooners,			8	vessels,	1105	tons.
18 vessels,	768	tons.				
				1825	-	
1819.				Barque,		
1 Brig,			5	Schooners,	261	66
8 Schooners,	476	. "	-	vessels,	<u> </u>	4
9 vessels,	R01	tona	"	vessers,	910	MIB.
a vessers,	OSI	rons.				
1820.			ļ		5.	
2 Brigs,	400	tons.	1	Barque,	430	tons.
11 Schooners,	874	66		Brig,		
				Schooners,		
13 vessels,	774	tons.	1	Sloop,	<u> 18</u>	"
1821.			12	vessels,	1025	tons.
1 Ship,				400=		
1 Brig,		"		1827	-	
1 Brigantine,	159	**	2	Brigs,	405	tons.
9 Schooners,	876	**	6	Schooners,	888	••
12 vessels,	951	tons.	8	vessels,	788	tons.

00	* LEC	ORD (JF IAK	MOU	TH SHIPPING	•	
	1828			1	1834	l.	
1	Barque,	400	tong.	. 8	Brigs,	447	tons.
2	Brigs,	258	"	4	Brigantines,	430	"
2	Brigantines.	215	"	19	Schooners.	605	66
8	Schooners,	427	"	1	Sloop,	36	"
18	vessels,	1295	tons.	_	vessels,		
	1829				1835	5.	
1	Brig,	160	tons.	1	Brig,		tons.
1	Brigantine,	111	, "	8	Brigantines,	329	.60
	Schooners,			14	Schooners,	655	64
9	vessels,	646	tons.	18	vessels,	1183	tons.
	1880			l	1000		
8	Brigantines,	, 313	tons.		1836		4
18	Schooners,	649	66	1	Barque,	248	tons.
_	•			1	Brig,	148	"
16	vessels,	962	tons.	4	Brigantines,	919	•••
	1831.			7	Brigantines, Schooners,	891	••
1	Brig,		tons.		vessels,		
	Schooners,		"	10,	, vouscis,	1002	***************************************
	-				1837	1.	
21	vessels,	684	tons.	2	Barques,		tons.
	1832.			2	Brigs,	384	"
Я	Brigs,		tons.	12	Brigantines,	1521	"
	Brigantine,			9	Schooners,	654	"
5	Schooners,	134	"	 —			
_				25	vessels,	2975	tons.
9	vessels,	774	tons.		1838	3.	
	1833.			8	Barques,	691	tons.
5	Brigs,	772	tons.		Brigs,		66
	Brigantines,			6	Brigantines,	778	"
	Schooners,			9	Schooners,	895	"
<u>12</u>	vessels,	1181	tons.	21	vessels,	2268	tons.

1839.			I	1844		
4 Brigs,		tons.	1	Barque,		tons.
4 Brigantines,	490	"		Brigs,	526	"
17 Schooners,	844	"		Brigantines,	392	66
T Schooners,				Schooners,	714	"
25 vessels,	2038	tons.		•		
,			22	vessels,	2048	tons.
1840)			1845		
6 Barques,	2074	tons.	8	Barques,	1250	tons.
10 Brigs,	2363	"	ľ	Brig,	201	"
4 Brigantines,	572	"		Brigantines,	592	"
6 Schooners,	320	"	ı	Schooners,	502	"
26 vessels,	5329	tons.	21	vessels,	2545	tons.
			21	-		001151
1841.	i			1846.		
2 Barques,	681	tons.	1	Barques,	1567	tons.
4 Brigs,	749	"		Brigs,	915	
3 Brigantines,	875	"		Brigantines,	1612	66
10 Schooners,	544	"	17	Schooners,	944	"
— 19 vessels,	2349	tona	38	vessels,	5038	tons.
TA ACRECIE	2070	•опр.		1847	_	
1842.			1	Ship,	-	tons.
2 Brigs,		tons.		Barques,	1413	"
2 Brigantines,	245	"	1	Brigs,	2516	<i>(6.</i> •
6 Schooners,	352	"		Brigantines,	1210	66.
O Bonooners,			1	Schooners,	432	66.
10 vessels,	975	tons.	_	20110011011		
,			86	vessels,	6130	tons.
1843.	,			1848	•	
1 Barque,	270	tons.	1	Barque,		tons.
2 Brigs,	449	"	8	Brigs,	686	"
8 Brigantines,	358	"		Brigantines,	954	"
4 Schooners,	322	"	15	Schooners,	983	"
10 vessels,	1399	tons.	27	vessels,.	3031	tons.

ΆU	LEO	ORD O	r iak	MOU	TH SHIPPING.		
	1849)_		i	1854		
4	Barques,		tons.	9	Barques,	5996	tons.
	Brigs,	467	"	8	Brigs,	1914	"
	Brigantine,	181	"	9	Brigantines,	1028	"
	Schooners,	610	"	17	Schooners,	936	"
_	,			_			
:21	vessels,	8204	tons.	48	vessels,	9874	tons.
	1850				1855.		
		-	tons.	1	Steamer,		tons.
	Barques,		tons.		Barques,		"
	Brigantines,		66		Brigs,	618	"
7	Schooners,	310	•		Brigantines,		"
19	vessels,	2008	tons.	18	Schooners,	761	"
	, , , , , , , , , , , , , , , , , , , ,			90	vessels,	5294	tona
	1851	•		80	1856		ющв.
1	Barque,	867	tons.	10	Barques,	5869	tong.
2	Brigs,	599	"		Brigs,	1882	"
8	Brigantines,	827	"		Brigantines,		"
9	Schooners,	54 0	".		Schooners,	867	46
	_			_	ochooners,		
15	vessels,	1888	tons.	82	vessels,	9562	tons.
	1852	٠.			1857		
3	Barques,		tons.	2	Ships,	1593	tons.
	Brigs,	485	"	ı	Barques,	8799	"
	•	400	*	4	Brigs,	1108	"
	Schooners,	400	66		Brigantines,	496	66
_	,				Schooners,	880	"
15	vessels,	2866	tons.		•		
				26	vessels,	7376	tons.
_	1858	-			1858.		
		4607			Barques,		tons.
	Brigs,	866	"		Brigs,	1955	"
	Brigantines,		46	1	Brigantine,	108	66
19	Schooners,	1150	"	7	Schooners,	878	66
35	vessels,	6774	tons.	18	vessels,	4080	tons.

•	UKD U			IH BHIPPING	•	91
1859				186	3.	
1 Ship,	654	tons.	7	Ships,	6028	tons.
5 Barques,	1841	"	ı	Barques,		"
8 Brigg.	776	"		Brigs,	1272	"
4 Brigantines,	498	"		Brigantines	-	
18 Schooners,	707	"		Schooners,		
				_		
81 vessels,	4471	tons.	60	vessels,	20,782	tons.
1040				100		
1860	-		١.	186		
• •	1341				8017	
• '	598	"		Barques,		46
8 Brigs,	780	"		Brig,	807	
5 Brigantines,				Brigantines		
18 Schooners,	1029	"	17	Schooners,	947	"
29 vessels,	4506	tons.	48	vessels,	18,196	tons.
1861	•			186	5.	
*	-	tons.	1	_		tons.
4 Ships,	-			Ship,		tons.
4 Ships, 6 Barques, 1 Brig,	4294 2790 812	"	10	_	989 5285	"
4 Ships, 6 Barques,	4294 2790 812	"	10 2	Ship, Barques, Brigantines	989 5285 , 260	"
4 Ships, 6 Barques, 1 Brig,	4294 2790 312 847	66 66	10 2 15	Ship, Barques, Brigantines Schooners,	989 5285 , 260 901	••
4 Ships, 6 Barques, 1 Brig, 8 Brigantines, 15 Schooners,	4294 2790 312 847 787	« « «	10 2 15	Ship, Barques, Brigantines	989 5285 , 260 901	••
4 Ships, 6 Barques, 1 Brig, 8 Brigantines,	4294 2790 312 847	« « «	10 2 15	Ship, Barques, Brigantines Schooners,	989 5285 , 260 901	••
4 Ships, 6 Barques, 1 Brig, 8 Brigantines, 15 Schooners,	4294 2790 312 847 787	« « «	10 2 15	Ship, Barques, Brigantines Schooners,	989 5285 260 901 7885	••
4 Ships, 6 Barques, 1 Brig, 8 Brigantines, 15 Schooners,	4294 2790 312 847 787 8530	« « «	10 2 15 - 28	Ship, Barques, Brigantines Schooners, vessels,	989 5285 260 901 7885	tons.
4 Ships, 6 Barques, 1 Brig, 8 Brigantines, 15 Schooners, 29 vessels,	4294 2790 812 847 787 8580	« « «	10 2 15 - 28	Ship, Barques, Brigantines Schooners, vessels, 186 Steamers,	989 5285 , 260 901 7885 6.	tons.
4 Ships, 6 Barques, 1 Brig, 8 Brigantines, 15 Schooners, 29 vessels, 1862 5 Ships,	4294 2790 812 847 787 8580	tons.	10 2 15 - 28 2 6	Ship, Barques, Brigantines Schooners, vessels, 186 Steamers, Ships,	989 5285 , 260 901 7885 6. 475 5025	tons.
4 Ships, 6 Barques, 1 Brig, 8 Brigantines, 15 Schooners, 29 vessels, 1862 5 Ships,	4294 2790 812 847 787 8580	tons.	10 2 15 - 28 2 6 10	Ship, Barques, Brigantines Schooners, vessels, 186 Steamers,	989 5285 , 260 901 7885 6. 475 5025	tons.
4 Ships, 6 Barques, 1 Brig, 8 Brigantines, 15 Schooners, 29 vessels, 1862 5 Ships, 18 Barques,	4294 2790 812 847 787 8580 8926 6657 456	tons.	10 2 15 	Ship, Barques, Brigantines Schooners, vessels, 186 Steamers, Ships, Barques, Brigs,	989 5285 , 260 901 7885 6. 475 5025 4905 1048	tons.
4 Ships, 6 Barques, 1 Brig, 8 Brigantines, 15 Schooners, 29 vessels, 1862 5 Ships, 18 Barques, 2 Brigs,	4294 2790 812 847 787 8580	tons.	10 2 15 - 28 2 6 10 4 1	Ship, Barques, Brigantines Schooners, vessels, 186 Steamers, Ships, Barques,	989 5285 , 260 901 7885 6. 475 5025 4905 1048 97	tons.

	1867				D	0100	4
0			A		Barques,		
		1504	tons.		Brigantines		
	Barques,		"	٥	Schooners,	554	•••
	Brig, Brigantines,		"	27	vessels,	18,111	tons.
	Schooners,		"		187		
_	~ ·			5	Ships,		tong.
3 8	vessels,	9200	tons.	11	Barques,	9142	"
	1868			7	Brigantines	. 1144	"
2	Ships.	1711	tons.	6	Schooners,	805	"
9	Barques,	5611	60	-			
2	Brigantines,	18 1	"	29	vessels,	16,284	tons.
	Schooners,				187	8.	
_				10	Ships,	11062	tons,
28	vessels,	8258	tons.	18	Barques,	9664	"
	1869			5	Brigantines.	994	"
1	Steamer,	72	tons.	16	Schooners,	975	66°
4	Ships,	3874	"	_			
	Barques,			44	vessels,	22,695	tons.
	Brig,				187	4	
8	Brigantines,	849	"	15	Slips,		tong.
8	Schooners,	375	"		Barques,		
_	•				Brigantines		
23	vessels,	8207	tons.		Schooners,		
	1870			 —			
				35	vessels,	22,522	tons.
11	Barques,	7377	66		187		
1	Brig,	270	"				.
	Brigantines,	911	"	11	Steamer,	10060	tons.
7	Schooners,	413	"		Ships,		
		C 020			Barques,		
52	vessels, 1	0,258	tons.		Brigantine,		
	1871		_	7	Schooners,		
1	Steamer.	352	tons.		Sloop,	11	••
	Ships,	8 685	"	26	vessels,	18,216	tons

RECAPITULATION.

в	Steamers, -	•	-		-	1,412	tons.
97	Внір в,	-		-		- 90,217	"
251	BARQUES, -		•		-	139,583	6,6
154	Brigs,	-		-		- 32,410	"
184	Brigantines, -		-		-	28,411	6,6
948	Schooners, -	-	•	-		- 46,980	44
18	SLOOPS,		-		-	807	"
1658	vessels, measurin	g				339,820	tons,



LIST OF SHIPPING

OWNED IN THE COUNTY OF YARMOUTH, MOVA SCOTIA, JAN. 1, 1876-

Those marked (*) are Vessels launched during 1875.

Those marked (†) are Vessels purchased from other ports.

		•
Vessels' Names.	Tons.	Owners' Names.
STRAMERS—		
Dominion,	510	N. K. Clements.
Alida,†	86	N. Churchill.
G. W. Johnson,	72	Yarmouth Steam Tug Company.
SHIPS—		•
St. Bernard's,*	1564	W. D. Lovitt.
Rossignol,	1509	N. Churchill, J. M. Davis, Wm. Law, S. Brown, J. A. Hatfield, Amos Crosby, Est. C. W. Kelley, B. T. Crosby and others.
N. & E. Gardner,	1465	Semuel Killam.
Ryerson,	1428	John K. Ryerson, S. M. Ryerson, B. Killam, Nathan Moses.
Walter D. Wallet,*	1413	Jas. A., Norman B. & Job Hatfield and others.
Adolphus,	1318	N. Churchill, J. M. Davis, S. Brown, J. A. Hatfield, A. C. Robbins and others.
Royal Charter,	1304	N. Churchill, R. T., H. & B., Geo. and Wm. Crosby, A. P. & L. E. Robbins, T. O. Geddes, H. A. Parr, O. W. Slocomb, Job Hatfield.
Home,	1271	Samuel Killam, G. K. Trefry.
Stamboul,*	1248	John and James J. Lovitt, Jacob Bingay, J. H. Cann.
Regina,	1212	
Lydia,	1200	Wm. Iaw, Thos., T. J., Edwd. S., & W. K. Perry, N. Churchill, J. B. Lovitt & others.
Kinburn,*	1198	W. H. Moody & Co., J. W. Moody, D. Crosby, G. J. and J. C. Farish, S. Lewis, J. W. Wyman, Gilbert Allen and others.
John Bunyan,*	1193	Aaron Goudey.
Lizzie Burrill,*	1185	Wm. Burrill & Co.
Annie M. Law,*	1178	Wm. Law & Co., Thos. and E. S. Perry, Jos. Burrell, R. T. Crosby and others.

Vessels' Names.	Tons.	Owners' Names.
Sarah,	1176	N. Churchill, A. P. Robbins, J. Burrell, D. A. Saunders, R. T., Geo., Wm., H. & R. and N. M. Crosby and others.
Oasis,	1151	W. D. Lovitt.
George Bell,	1137	George H. Lovitt, J. A. Rose.
Cambridge,	1135	B. P. Ladd, S. C. Jones, John Hill and others.
Annie Goudey,	1135	Aaron Goudey.
Edgar,	1130	N. Churchill, Lewis & Co., Saml. & J.J. Brown, T. B. Flint, H. & R. Crosby, A. P. Robbins.
Antoinette,	1118	Dennis & Doane, J. F. Scott, N. W. Blethen, W. Law, J. Burrell, J. H. Killam & others,
Paul Boyton,*	1097	A. Lovitt, J. Flint, J. McMullen, Moses & Sterritt, J. C. Farish, F. B. S. Mildon and others.
Otago,	1095	N. B. Lewis, H. and H. E. Cann, H. Lewis, F. G. Cook, H. E. Kenealy, B. Gullison.
N. W. Blethen,	1092	Dennis & Doane, N. W. Blethen, Jenkins & Crosby, J. Frank Cox, Viets & Dennis.
Bonanza,*	1078	N. Moses, J. K. & S. M. Ryerson, B. Killam, Henry Webster, T. R. Crosby.
Joseph Milbury,	1078	John and Jas. J. Lovitt, Jacob Bingay, T. Corning, G. H. Guest, Jos. Burrell.
Natant,*	1072	John and Jas. J. Lovitt, I. L. Walker.
Charlie Baker,	1063	L. E. Baker, Henry H. Brown, S. P. Raymond.
Herbert Beech,	1061	N. Churchill, J. M. Davis, J. A. Hatfield, Jacob Crosby, Kinney, Haley & Co., G. Trefry.
Annie Bingay,	1048	Jacob Bingay, Joseph H. Cann, Jos. Burrell.
Hectanooga,*	1043	Dennis & Deane, N. W. Blethen, Cereno Johnson, Eben Scott, Thos. Coffin & Co.
J. C. Robertson,	1036	L. E. Baker, J. K. Ryerson, Est. J. R. Crosby, H. J. Dennis.
Peter Young,	1035	A. F. Stoneman, J. W. Moody, Est. J. G. Perry, Lewis & Co., D. C. Kelley & others.
A. F. Stoneman,	1017	J. W. Moody, A. F. Stoneman, Jos. Goudey, Lewis & Co., John Flint, N. J. B. Tooker, W. Cain and others.
Winnifred,	1012	Dennis & Doane, N. W. Blethen, Jas. F. Scott.
Magnolia,	998	T. B. Flint, J. McMullen, J. Flint, T. M.
		Lewis, D. C. Kelley and others.
William,	998	W. B. Journeay, Benj. and E. Hilton, W. K. Dudman, G. K. Trefry, B. H. Crocker.
Lillie Soullard,	997	N. Moses, J. K. and S. M. Ryerson, B. Killam, H. Webster, W. W. and Est. J. B. Crosby.

Vessels' Names.	Tons.	Owners' Names.
Lennie,	984	W. D. Lovitt, Smith Horton.
Aneroid,	982	Dennis & Doane, N. W. Blethen, R. Fletcher, J. D. Dennis, J. Burrell, E. S. Williams.
Maria Stoneman,	959	A. F. Stoneman, J. W. Moody, A. W. Blauvelt.
Bolivia,	925	Killam Bros., Bowman Corning, D. Richards, J. E. Murphy.
Ellen Goudey,	914	Aaron Goudey, Geo. H. Perry.
Samuel G. Glover,	910	L. E. Baker and others.
Eliza Everitt,	893	J. K. and S. M. Byerson, N. Moses, B. Killam, H. J. Dennis, Est. J. B. Crosby.
Edith,	892	Dennis, Jno. & C. E. Horton, T. M. Lewis, Jno. Flint, J. C. & G. J. Farish, E. F. Hilton.
W. J. Hatfield,	891	N. Churchill, J. Murphy, A. C. Robbins, R. T. Croeby & Son, Z. Goudey and others.
Alexandra,	889	A. C. Robbins, J. K. and S. M. Ryerson, R. M., J. D. & B. Raymond, H. H. Brown.
Acadian,	887	S. J., A. M., E. B. and G. A. Hatfield.
Arlington,	849	B. P. Ladd, St. Clair Jones, Est. D. W. New-comb.
Republic,	843	Est. W. Rogers, B. Hilton, W. T. Kelley, W. H. Cook.
Andrew Lovitt,	836	W. D. Lovitt, T. J. Perry.
Livingstone,	811	Dennis, J. & C. E. Horton, J. Flint, T. M. Lewis, G. J. & J. C. Farish, J. W. Mc- Mullen, E. F. Hilton,
Tyro,	795	Dennis & Donne, J. F. Scott, N. W. Blethen.
Speculator,	747	Killam Bros., S. Killam, Jr.
Bessie Crosby,	681	A. C. Robbins, F. S. Crosby, J. K. and S. M. Ryerson,
BARQUES		
H. A. Parr,	1114	A. C. Robbins, B. Robbins, Josiah Crosby, J. Hibbert, John A. Tilley.
Maggie Miller,*	1076	Z. Goudey, W. W. Cook, G. F. Miller, Viets & Dennis, W. and N. B. Currier, Josiah Crosby.
Ecuador,*	1059	Killam Bros., B. Corning, G. A. Hood, S. Killam, Jr.
Reformer,	998	Jonathan, Dennis and C. E. Horton, J. C. Farish, Jos. J. Brown, Jr.
B. Hilton,	986	Benj. & B. R. Hilton, A. F. Stoneman, L. E. & H. E. Cann, N. B. & H. Lewis, S. Horton.
Francis Hilyard,	976	John Lovitt, Jas. J. Lovitt, G. H. Guest, Jacob Bingay.

Vessels' Names.	Tons.	Owners' Names.
Sokoto,*	958	John Killam, W. R. Journeay, R. H. Crocker.
Talisman,	953	Dennis & Doane, N. W. Blethen, G. H. Jen- kins, Albert Baker.
Kate Cann,	951	Hugh Cann, Lyman Cann, Killam, Crowell & Co., B. Murphy, J. G. Smith, G. E. Cann.
George B. Donne,	941	Dennis & Doane, Geo. R. Doty, N. W. Blethen, T. Corning.
Hattie Goudey,	938	Zebina Goudey, W. W. Crosby, Wm. Currier, Josiah Crosby, Viets & Dennis and others.
Toledo,	929	W. Law, T., E. S., W. K. and T. J. Perry, J. Murphy, J. B. Lovitt, H. and R. Crosby, D. C. Kelley.
M. & E. Cann,	920	H. Cann, L. Cann, H. E. Cann, Wm. A. Cann,
Mizpah,	898	N. B. Lewis, H. Lewis, Hugh and Hugh E. Cann, F. G. Cook, G. E. Cann.
Annie Burrill,	897	Wm. Burrill & Co., W. D. Robertson, J. R. Blauvelt.
Lima,	892	Killam Bros., B. Corning, E. C. Byrns, D. Richards.
Nellie T. Guest,	888	Thos. Guest, Geo. H. Guest, S. E. Messenger.
Tancook,	873	W. H. Moody & Co., Dennis Crosby, A. R. Durkee.
Dartmouth,	873	L. E. Baker, S. P. Raymond & Co., B. C. Raymond.
Lois,	852	John Murphy, Wm. Iaw & Co., R. B. Ray- mond, J. Burrell, McIauchlin Bros. and others.
Nenuphar,	846	John Lovitt, Jas. J. Lovitt, Israel L. Walker.
Traveler,	830	Dennis & Doane, Viets & Dennis, N. W. Ble- then, E. Scott.
Peru,	820	Killam Bros., B. Corning, W. Hibbert.
Ada,	815	Jos. Burrell, B. Murphy, D. Richards,
Northern Chief,	808	Dalhousie Millar, A. Goudey, Jas. Murray, A. S. Murray.
Freeman Dennis,	808	Dennis & Doane, F. A. Pitcher, N. W. Blethen, J. F. Scott, R. Fletcher, G. H. Jenkins.
Champion,	799	J. Murphy, Amos Scott, T. and E. S. Perry, H. & R. Croeby, Henry Lovitt, A. Goudey.
Athlete,	780	John Lovitt, J. J. Lovitt, G. H. Guest.
James R. Boyd,	779	A. F. Stoneman, Lewis & Co., J. W. Moody, D. C. Kelley, Est. J. G. Perry.
Templar,	778	A. C. Robbins, S. P. Raymond, T. O'Brien, G, K. Trefry, J. Crosby.

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Vessels' Names.	Tons.	· Owners' Names.
Northern Queen,	776	Dennis & Doane, E. Scott, F. A. Pitcher, N. W. Blethen.
Emily Lewther,	762	J. W. Moody, A. F. Stoneman, J. Flint, S., H., & N. B. Lewis, W. Cain, Dodds & Jolly, J. C. & G. J. Farish.
Sarah B. Cann,	757	Hugh and H. E. Cann, N. B. & H. Lewis, F. G. Cook.
Charles F. Elwell,	755	Zebina Goudey, A. Goudey, R. Ellenwood, Est. A. K. Utley.
Sarah,	750	A. C. Robbins, B. Gullison, John Y. Robbins, B. R. Raymond,
Nellie Moody,	746	A. F. Stoneman, N. J. B. Tooker, J. W. Moody, Lewis & Co., Jos. Goudey, Geo. Earl, Loran Cann.
Susan M. Dudman,	745	W. K. Dudman.
Mary Lawton,	743	George H. Lovitt, J. A. Rose.
Carleton,	742	Dennis & Doane, N. Moses, Dodds & Jolly, N. W. Blethen, N. Durkee.
Nova Scotian,	733	Samuel J. Hatfield, A. M. Hatfield.
W. H. Jenkins,	721	L. E. Baker.
A. Goudey,	717	Aaron Goudey, Norman H. Bent.
Yarmouth,	698	L. E. Baker, B. C. Raymond, S. P. Raymond & Co.
Underwriter,	697	Lewis & Co., Jonathan Horton, T. B. Flint, Geo. B. McConnell.
Kate Crosby,	696	A. C. Robbins, B. R. and S. P. Raymond, J. Crosby, J. M. Davis, T. O'Brien, J. Hibbert.
George Peabody,	693	L. E. Baker, Chas. Morrill.
Kate Burrill,	690	Wm. Burrill & Co., Jas. M. Davis, J. R. Blauvelt, Wm. D. Robertson and others.
Milo,	684	A. C. Robbins.
Eliza McLauchlan,	684	A. C. Robbins, J. K. and S. M. Ryerson, B. & S. P. Raymond, John Hibbert, J. A. Tilley.
Grace E. Cann,	683	Hugh Cann, C. E. Brown, H. E. Cann, F. G. Cook, Geo. E. Cann.
Colorado,	682	N. Churchill, Thos., E. S. and R. C. Perry, D. C. Kelley, R. T. Crosby, Z. Goudey.
George W. Jones,	679	A. C. Robbins, Byron Robbins.
Wentworth,	678	D. and C. E. Horton, G. J. and J. C. Farish, J. Flint, T. M. Lewis, E. F. Hilton, J. W. McMullen.
Kate Sancton,	677	George H. Lovitt.
James B. Duffus,	672	Wm. Burrill & Co., J. M. Davis.

Vessels' Names.	Tons.	Owners' Names.
Aurora,	666	A. C. Robbins, T. Perry, W. H. Crosby, E. S.
		Perry, J. L. R. Webster.
Autocrat,	665	J. W. Moody, A. F. Stoneman, J. W. McMul-
•		len, F. Gardner, John Flint, C. Hibbert.
E. H. Duval,	661	Jos. Goudey, W. H. Cook, G. K. Trefry and
•		others.
Bachelors,	655	Lyman, Hugh, H. E. and W. A. Cann, B. Mur-
		phy, G. W. Tooker, R. Allen, L. D. Cann.
Addie H. Cann,*	650	Lyman, H. D., W. A. and J. H. Cann, B. Mur-
		phy, C. E. Brown, J. N. Gardner, Edson
		Churchill.
Chili,	649	Killam Bros., B. Corning, S. Killam, Jr.
Ranger,	630	Dennis & Doane, N. W. Blethen, G. R. Doty.
Abigail,	626	A. C. Robbins, J. J. Lovitt, G. Sanderson, R.
		M., J. F. and C. Raymond, J. P. Crosby.
Herbert C. Hall,	622	B. P. Ladd, B. and S. B. Davis, Kinney, Haley
		& Co., G. H. Porter and others.
Melbourne,	621	W. D. Lovitt, Smith Horton.
Sirian Star,	610	Dennis & Doane, Amos Crosby, E. S. Williams,
a	60 4	J. H. Harris.
Gordon,	604	N. Churchill, Lewis & Co., D. C. Kelley, J. A.
Donahan	597	Trefry, John R. Crosby and others. S. M. Ryerson, J. Bingay, A. Crosby, R. S.
Fanchon,	291	Eakins, C.J.B. Tooker, McLaughlin Bros.,
		J. M. Davis, Josiah Crosby.
Abbie Thomas,	590	Geo. H. Lovitt, Andrew Lovitt.
W. E. Heard,	587	A. C. Robbins, R. M. Raymond & Sons.
Southern Belle,	587	A. C. Robbins, S. B. Robbins, D. W. Clarke.
Matilda Hilyard,	584	Jos. B. Lovitt, E. H. Lovitt, Wm. Law & Co.
George H. Jenkins,	582	Dennis & Doane, N. W. Blethen, G. R. Doty.
Luedna Durkee,*	576	John Y. Robbins, R. W. Freeman, Wm. Rowe
•		and others.
Brazil,	555	Killam Bros., B. Corning, W. Hibbert, S.
		Killam, Jr., Loran D. Cann.
Brothers,	537	Lyman Cann, W. A. Cann, E. Churchill, H.
		Cann, N. B. Lewis, B. Murphy, E. Jenkins.
Maggie Horton,	532	D. Horton & Sons, Israel Horton, N. B. Lewis,
		Jos. J. Brown, Jr., Henry Lewis.
Emma Parker,	496	N. Churchill, J. M. Davis, Jacob Bingay, H. H.
		Brown, C. J. Kelley, A. Crosby & others.
Sarah A. Dudman,	490	W. K. Dudman, T. Allen, Jr., J. C. Farish.
James Muir,	447	S. M. Ryerson, J. K. Ryerson, Nathan Moses-
Lalia,	390	Aaron Goudey, Norman H. Bent.



Vessels' Names.	Tons.	Owners' Names.
Viking,	376	S. M. Ryerson, J. K. Ryerson, Nathan Moses.
Somerville,	333	B. P. Ladd, S. C. Jones, J. Hill.
Gladstone,	267	Geo. A. Baker, H. Kenealy.
BRIGS—		
Willie,	282	W. D. Lovitt.
Sarah L. Hall,	261	B. P. Ladd, Benjamin and Samuel B. Davis.
BRIGANTINES.	-	
Nellie Crosby,	440	Aaron Goudey, Kinney, Haley & Co., W. W. Croeby.
Premier,	293	B. Rogers & Son.
Minnehaha,	2 44	B. P. Ladd, Benj. Davis.
Charles A. Hoard,	240	R. Messenger, N. B. Bain.
S. N. Collymore,	221	Viets & Dennis and others.
John Givan,	193	Churchill, Davis & Co., S. M. Ryerson, N. B.
D.U.	180	Gardner.
Bride,	178	James A. Sterritt, A. W. Blauvelt.
Alexander William, Mary B. Gardner,	166 152	G. W. Allen. G. W. Ellis, L. E. Cann, F. R. S. Mildon, Jacob
mary D. Gardier,	102	Phillips, Norman Shaw.
Mary E. Ladd,	149	B. P. Ladd.
Sarah Crowell,	147	R. Messenger, N. B. Bain, Geo. D. Morris.
Tropic,	145	Waitstill and Geo. Baker.
L. W. Eaton,†	140	B. Rogers & Son,
Pronto,	139	Ryerson, Moses & Co.
Vesta,		Ladd, Porter & Co.
Arthur,	123	
M. E. Coipel,	115	A. F. Stoneman & Co.
Clifford,	105	B. Rogers & Son.
G. T. Winsor,	98	A. F. Stoneman & Co.
Sophia,	92	Ladd, Porter & Co.
SCHOONERS		
Austin (3 masted),	320	Churchill, Davis & Co. and others.
Gladiator,	124	Parker, Eakins & Co.
Kedron,	121	Churchill, Davis & Co. and others.
Wm. Jenkins,†	120	N. B. Gardner.
Kelso,	111	J. H. Porter and others.
Grand Master,	108	Byron Hines, Jeremiah Murphy,
Barbaroni,*	100	Peter D'Eon and others.
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97 A. Goudey & Co. 98 Aaron Goudey,

Jessie Jones, J. Morton,

Vessels' Names.	Tows.	Owners' Names.
Ospray,	91	D. D'Entremont, Martin Amiro.
Water Lily,	85	B. Rogers & Son.
Boadices,	79	Ryerson, Moses & Co.
Wide Awake,	77	A. F. Stoneman & Co. and others.
British Eagle,	70	Aaron Goudey & Co.
Brisk,	68	Simon D'Entremont, Jr. and others:
E. Goodwin,	68	Isaac Goodwin and others.
Diploma,	66	Louis D'Eon and others.
Joe Kinney,	66	Whitfield Ellis.
Zaidee,	60	Thomas Gayton and others.
Salvador,	60	D'Eons and others.
Jonathan,	60	W. D'Entremont and others.
Manzanilla,	60	D'Entremont Brothers.
Lydia Ryder,	59	Henry Ryder and others.
Bessie Gardner,	59	Ladd, Porter & Co. and others:
Lynx,	58	B. Rogers & Son and others:
Digby,	58	W. G. Sims and others.
Twilight,	58	A. F. Stoneman & Co.
Prime,	58	S. Larkin and others.
Pandora,	57	J. Goodwin and others.
Oli ka ,	56	J. H. Porter & Co. and others.
Electric Flash,	55	David D'Entremont and others.
Serene,	55	Mark Amiro and others.
Howard Locke,	54	J. Lennox and others.
Ottawa,	54	Ryerson, Moses & Co.
Benj. Killam,	54	Ladd, Porter & Co.
J. & J. Locke,	54	P. D. Surette and others.
Azora,	54	P. and S. C. D'Eon and others.
Liberty, 9	53	John Lyons.
Dasher,	52	James A. Sterritt, William T. Sterritt,
M. E. Banks,	50	A. Goudey & Co., Reuben Gardner.
A. E. Dater,	48	Hiram Spinney and others.
Emblem,	48	A. F. Stoneman & Co.
Alfarata,*	47	James Amiro and others.
Young Scotland,	47	Cyril Porter and others.
Balarose,	45	D'Entremont Brothers.
Margaret Elizabeth,	45	A. F. Stoneman & Co. and others:
S. M. Ryerson,	44	•
Amazon,	42	Silvain D'Eon and others.
California,	4 0	Levi Goodwin.
Forest Flower,	4 0	G. B. Goodwin and others.
Golden Eagle,	40	W. A. Killam, B. Belliveau and others:
William McLeod,	39	S. Amiro and others.



Vessels' Names.	Tons.	Owners' Names.
Pleiades,	38	Mande D'Entremont and others.
Highlander,	38	Eli D'Entremont and others.
Banner,	38	A. Goudey & Co.
West Point,	38	A. Goudey and others.
Jean Porter,	38	A. F. Stoneman & Co. and other
Laughing Water,	87	John Goodwiff and others.
Rainbow,†	36	W. D. Lovitt.
L. H. Goudey,	36	James Amiro and others.
M. & L. White,	36	Silvine LeBlanc and Brother.
B. K. Kelley,	35	R. D'Entremont and others.
Enchantress,	3 5	S. D'Entremont 3d and others.
Nancy Ann,	35	P. D. Surette and others.
Mariner's Guide,†	34	Jos. R. Rogers, N. Goodwin.
Clementina,	34	C. & G. Morrill.
Morring Star,	3 3	Mark and Vincent Coutreau.
Pigeon,	3 3	Frank Coutresu and others.
S. B. Nickerson,	33	S. B. Nickerson and others.
Henrietta,	33	A. F. Stoneman & Co. and others.
Almira,	33	A. F. Stoneman & Co.
Two Brothers,	32	J. & W. Larkin and others.
Elizabeth,	30	F. Doucette.
Lydia,	30 •	E. Spinney.
Ællen,		A. Goudey & Co.
Emma,	28	Peter and Gabriel Muse.
Adelaide,		Samuel Churchill.
Ti vy ,	-•	L. LeBlanc and others.
Chesapeake,		A. Goudey & Co.
Triumph,	26	Jas. Larkin and others.
May Rose,	2 5	Louis P. Amiro and others.
J. Corning,	2 5	P. LeBlanc and others.
Azalie,	25	J. Hamilton and others.
Bee,		Anthony Jenkins.
Redbreast,†		M. Devault and others.
Alice May,		Richard Hood.
Exchange,		J. Surette and others.
See Bird, .	21	B. Rogers, D. Beveridge.

ABSTRACT OF THE SHIPPING OF YARMOUTH.

3	Steamers,		•••	•••	668	tons.
57	Sнірв,	•••	•••	•••	61,176	"
84	BARQUES,	•••	•••	•••	61,080	"
2	Brigs,	•••	•••	•••	543	"
20	BRIGANTINES,		•••	•••	3,515	"
88	SCHOONERS,	•••	•••	•••	4,741	"
 254	Vessels, mea	surin	g	1	181,723	tons.

INCREASE DURING 1875, 10,757 tons.

VESSELS LOST AND SOLD DURING 1875.

Lost.—Ship Souvenir, 977. Barques Sabra Moses, 695; Francis Bourneuf, 570; Evangeline, 325. Brigantine Anna Mitchell, 170. Schooner Frances, 84. Total Lost—6 vessels, 2,771 tons.

Sold.—Ships Chloe, 996; Clara Killam, 838. Barques Mary Killam, 421; George Henry, 421; B. Davis, 382; M. E. Corning, 354; Clara, 807. Brigantines Winogene, 390; Pucelle, 186; Sebastopol, 170; Florence, 111; Constitution, 82. Schooners Osceola, 69; Lark, 55; Beau Bassin, 53; Ferret Lass, 52; Pursuit, 51; Pubnico Belle, 45; Caroline, 45; Azoff, 40; Rhuama, 40; Stars and Stripes, 33; Zambezee, 30; Lillian, 80; Maggie Rose, 28; Joseph, 25; E. A. Rogers, 25. Total Sold—27 vessels, 5,279 tons.

Total Lost and Sold—88 Vessels, 8,050 Tons.



104 RECORD OF YARMOUTH SHIPPING.

VESSELS NOW BUILDING, OR UNDER CONTRACT.

Builders.	Tons.	Owners.
W. D. Lovitt,	1500	W. D. Lovitt.
John Murphy,	1500	John Murphy.
Geo. H. Lovitt,	1400	George H. Lovitt.
Wm. Burrill & Co.,	1400	Wm. Burrill & Co.
Jos. Jeffrey,	1300	N. Churchill.
Jenkins & Crosby,	1200	Dennis & Doane.
R. M. Raymond,	1150	A. C. Robbins.
Nathan B. Lewis,	1100	N. B. Lewis and others.
Eleazer Raymond,	1100	E. Raymond.
Lovitt & Co.,	1000	Lovitt & Co.
Maurice Forbes & Co.,	1000	Maurice Forbes and others.
W. G. Sims & Co.,	1000	W. G. Sims and others.
5. Muir & Co.,	1000	Hortons and T. M. Lewis.
E. P. & J. Young,	1000	A.F. Stoneman and others.
Jas. A. Hatfield,	1000	Jas. A. Hatfield.
S. P. Raymond & Co.,	900	L. E. Baker.
N. & J. Raymond,	850	W. D. Lovitt.

TOTAL BUILDING-17 VESSELS, 19,400 Tons.

RECORD OF YARMOUTH SHIPPING.

105

Vessels belonging to Yarmouth at different periods since 1761.

Year.	No. of Vessels	. Tons.	Year.	No. of Vessels.	Tons.
1761	1	25	1847	115 ·	13,662
1762	4	80	1848	123	16,604
1767	7	156	1849	130	17,224
1791	26	554	1850	113	17,890
1808	41	1,880	1852	106	18,888
1814	42	2,130	1854	121	21,049
1815	49	2,441	1855	128	25,690
1816	69	3,854	1856	106	25,873
1817	71	3,848	1857	109	30,966
1818	75	3,469	1858	117	35,714
1819	72	3,403	1859	121	36,030)
1820	67	2,877	1860	133	36,514
1821	68	3,191	1861	149	39,713:
1822	65	3,000	1862	152	49,985
`1823	73	3,664	1863	154	50,130
1832	88	4,34 8	1864	187	64,102:
1834	91	5,141	1865	199	71,830
1835	99	6,339	1866	187	73,055°
1836	103	6,855	1867	261	77,003
1837	108	7,475	1868	267	78,590
1838	119	9,209	1869	263	81,896
1839	120	10,301	1870	258	82,147
1840	124	10,541	1871	262	90,668
1841	126	13,389	1872	257	95,182
1842	120	13,765	1873	24 8	95,932
1843	. 96	12,500	1874	261	110,466
1844	88	12,607	1875	256	120,966;
1846	100	12,685	1876.	254 .	131,723.



VESSELS LOST

BELONGING TO THE COUNTY OF YARMOUTH SINCE 1761.

1777.

Schooner Sally, —— tons, John Barnard master and cowner, sailed from Yarmouth for Quebec, and was not afterwards heard of.

1778.

Schooner James, ——tons, Joseph Allen master, was wrecked off Sambro, N. S. Crew saved. Owned by James Allen.

1781.

Schooner Polly, ——tons, Nehemiah Patch master and owner, from New England for Yarmouth, was wrecked at Seal Island in the fall. All hands perished.

1783.

Schooner Polly, —— tons, Seth Barnes master and owner, sailed from Boston for Yarmouth, with a cargo of supplies, and was not afterwards heard of.

1784.

Schooner Sloop, —— tons, Barney Eldridge master and owner, was wrecked near Seguin, Me. All hands perished.

Sloop Zachariah Foote, about 25 tons, Zachariah Foote master and owner, sailed from Yarmouth for Salem, Mass., about the 1st of January, and was not afterwards heard of.

1786.

Schooner —, 18 tons, Samuel Baker master, from Boston, Mass., for Yarmouth, with supplies, was wrecked at Mud Islands. The crew remained on the Island eight days, and had built a boat by which they intended to cross

to the mainland. When about making the attempt to put off a vessel hove in sight and rescued them. Owned by Lewis Blanchard.

1791.

Schooner Sparrow, 12 tons, Robert McKinnon master, was wrecked on the Western Coast of Nova Scotia. Crew saved. Owned by Comfort Haley.

1794.

Schooner Five Sisters, 52 tons, John Clements, Jr. master, sailed from Jamaica for Yarmouth in September, and was not afterwards heard of. Mr. W. T. Vivian was on board. Owned by Benj. Barnard.

Schooner Lucy, 40 tons, Ezekiel Ellis master, from Connecticut for Yarmouth, with a general cargo, was wrecked at Cape Negro, N. S., in October. Crew saved. Owned by —— Perry and the master.

1795.

Schooner Polly, 28 tons, James Cain master and owner, was wrecked near Cape Sable. Crew saved.

1796.

Schooner Success, 60 tons, John McGray master and owner, from Joggins, N. S., for Boston, Mass., with a cargo of grindstones, put into Chebogue for a harbor. Whilst passing out the next day, the vessel struck on Chebogue Ledges and became a total wreck. Crew saved.

* Schooner Fox, 31 tons, Ezekiel Ellis master and owner, from Boston, Mass., for Chebogue, with a general cargo, went ashore at Cape Cod in November, and became a total wreck. All hands perished.

1797.

Schooner Peggy, 50 tons, Peter Doucette master, from St. Andrews, N. B., for Yarmouth, with a cargo of lumber, was wrecked at Brier Island, N. S. All hands perished. Owned by James Kelley.

Schooner HAWK, 17 tons, Benjamin Brown master and owner, from Annapolis, N. S., for Yarmouth, with a cargo of apples, was driven from her anchorage in Yarmouth Sound, in November, and went ashore at Hilton's Point, where she became a total wreck. All hands perished.

1798.

Schooner Elsey, 40 tons, David Corning master, from Yarmouth for Philadelphia, was wrecked at Barnegat Shoals. Crew saved. Owned by John Cann and others.

Schooner Hawk, 31 tons, George Ring master, from Yarmouth for Magdalen Islands, was wrecked at "Cow Head," Magdalen Islands. Crew saved. Owned by Lewis Blanchard.

Schooner Janet, 28 tons, John Killam master and owner, from Yarmouth for Shelburne, N. S., on a trading voyage, was wrecked at Cape Sable in September. Crew saved.

Schooner Polly, 24 tons, David Burgess master, was wrecked on Ghebogue Ledges. Crew saved. Owned by Abial Burgess and the master.

Schooner Sukey, 12 tons, John Trefry master, was wrecked at the Tusket Islands. Crew saved. Owned by Joshua Trefry and Nehemiah Porter.

1808.

Schooner Pilgrim, 57 tons, Thomas Perry master, sailed from Boston for Yarmouth, in November, with a general cargo, and was not afterwards heard of. Owned by Benjamin Barnard and Waitstill Lewis.

Schooner Victory, 40 tons, Obed Smith master and owner, sailed from Boston for Yarmouth, in November, with a general cargo, and was not afterwards heard of.

1804.

Schooner HAWK, 35 tons, Henry Hilton master, from Halifax for Yarmouth, with a general cargo, was wrecked at Sambro. Crew saved. Owned by Amos Hilton.

Schooner Polly, 14 tons, Samuel Tedford master and owner, was wrecked at the La Have River in the fall of the year. Crew saved.

1805.

Schooner Blanche, 45 tons, Robert Robertson master, sailed from Yarmouth for England in September, and was not afterwards heard of. Owned by William Robertson and others.

1806.

Brigantine HIBERNIA, 53 tons, John Valpey master, from New York for Yarmouth, with a general cargo, was wrecked at the Mud Islands in mid-winter. All hands perished. Ezra Churchill (father of the late Hon. Ezra Churchill, of Hantsport, N. S.,) was mate, and Benj. Gowen was among her crew. Owned by Samuel Marshall.

1807.

Schooner Brothers, 47 tons, John McGray master and owner, was wrecked at Newfoundland. Crew saved.

1808.

Schooner Joseph and Lois, 103 tons, Reuben Clements master, from San Domingo for Yarmouth, with a cargo of coffee in bags, was dismasted and ran ashore at the "Silver Keys," Bahamas, in July, and became a total wreck. Crew saved. Owned by Joseph Tooker.

Schooner Vigilant, 30 tons, Joseph Ellis master, from Yarmouth, on a fishing voyage, struck on Gannet Rock, 13 miles South of Yarmouth Light, and foundered, during a thick fog, in July. Nothing saved. The crew remained three days and two nights on the Rock without any food before they were taken off. Owned by Edward Baker and the master.

. Schooner Betsey, 30 tons, James Allen master, from Passamaquoddy, N. B., for Yarmouth, was wrecked on the "Trinity Ledges," Cape St. Mary's, N. S. Crew saved. Owned by Lewis Blanchard and the master.

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Schooner Union, 27 tons, William Hammond master and owner, from St. John, N. B., for Yarmouth, was wrecked near Brier Island, N. S., in December. All hands perished.

Sloop Sally, 50 tons, Israel Horton master, sailed from Halifax for Yarmouth about the 10th of December, with a general cargo, and went ashore at the Tusket Islands during a snow storm, and became a total wreck. All hands perished. Owned by Samuel Marshall and the master.

Sloop Sea Flower, 44 tons, Oliver Healey master, from Halifax for Yarmouth, in ballast, was spoken late in December by a Schooner off Baccaro, and her wreck was found next day on the Eastern side of Mud Islands. All hands perished. Owned by Levi Perry and Comfort Healey.

1810.

Schooner Fancy, 72 tons, Joseph Ellis master, from Newfoundland for Boston, was driven ashore, during a thick snow storm, at Sandwich, Cape Cod, in November, and became a total wreck. Crew saved. Owned by Thomas Perry and others.

Schooner Jane, 27 tons, Othniel Beal master and owner, from Boston for Yarmouth, with an assorted cargo, was wrecked at Blonde Rock, near Seal Island. Crew saved.

1811.

Schooner PROSPERITY, 63 tons, Robert R. Black master, from West Indies for Yarmouth, with a cargo of produce, ran ashore at Chebogue Point, during a thick fog, and became a total wreck. Crew saved. Owned by Samuel Marshall and Nehemiah Patch.

Schooner Adventure, 48 tons, Amos Hilton master, from Windsor, N. S., for Boston, with a cargo of plaster, sprang a leak and sank in the Bay of Fundy. Crew saved. Owned by Hilton Brothers.

1812.

Brig Peter Waldo, 259 tons, Anthony Landers master and owner, from Liverpool, G. B., for the United States, was captured by an American privateer.

Schooner Britannia, 93 tons, Matthew Jeffrey master, was captured by an American privateer. Owned by Israel Spinney and others.

Schooner Robin, 87 tons, John Durkee master and owner, from Yarmouth for St. Andrews, N. B., in ballast, was captured by an American privateer off the North end of Grand Manan in November.

Schooner EXPERIMENT, 52 tons, Ichabod Crosby master, sailed from Newfoundland for Yarmouth in September, and was not afterwards heard of. Owned by Edward Crosby and the master.

Schooner Sea Flower, 34 tons, Eben Crosby master and owner, from St. Andrews, N. B., for Halifax, with a cargo of lumber, was captured by an American privateer in November.

Schooner Two Sisters, 19 tons, James VanEmberg master, trading between Newfoundland and Bay Chaleur, was lost on the "Indian Rocks," on the south side of Prince Edward Island, late in the fall. Crew saved. Owned by Thomas Goodwin.

1813.

Schooner PRUDENCE, 63 tons, Silas Clements master, owned by Horace Baker and the master;

Schooner Eight Brothers, 44 tons, Henry Hilton master, owned by Hilton Brothers;

Schooner Deborah, 40 tons, Nathan Baker master, owned by Horace Baker;

Schooner Swallow, 32 tons, Amos Hilton master, owned by Hilton Brothers; and the

Sloop Hannah, 19 tons, Joshua Trefry master and owner;

all from Halifax for Yarmouth, in ballast, put into Prospect, N. S., on the 12th November, for a harbor, were driven ashere from their anchorages, and became total wrecks. One man was lost from the "Swallow." The Schooner "Trial," Thomas Crosby master, of Yarmouth, rode out the storm in safety, and brought home the shipwrecked crews. This was the greatest gale experienced in Nova Scotia since 1798. Over 100 vessels were lost or damaged. (Vide Murdoch's History, vol. 3, page 359.)

Schooner Orange, 62 tons, Nathaniel Hobbs master, was captured by an American privateer at Blue Bay. Crew left the vessel in the boat. Owned at Argyle by David Kinney.

Schooner Harmony, 48 tons, Thorndyke Corning master, was captured by an American privateer. Owned by James Jenkins and others.

Schooner Friendship, 45 tons, was captured by an American privateer. Owned by John McCormack.

1814.

Brigantine QUEEN CHARLOTTE, 117 tons, Robert Kelley master and principal owner, from Newfoundland for Yarmouth, in ballast, was captured by an American privateer, in October, and burned.

Schooner Encouragement, 62 tons, Nathan Kinney master, was captured by an American privateer. Owned by John and Thomas Kinney and the master.

Schooner Prince Regent, 52 tons, was lost this year. Owned by James and Abram Lent.

Schooner Jack O' Lantern, 18 tons, Amos Dennis master and principal owner, sailed from Chebogue in June on a fishing voyage, and was run down in the Bay of Fundy by a Brig from England for St. John, N. B. All hands perished.

1816.

Schooner Concord, 148 tons, David Richardson master, was run down in the Bay of Fundy. Crew saved. Owned by John Scott and others.

Schooner Lord Nelson, 108 tons, James Frost master, on a voyage to Newfoundland, with a cargo of lumber, was wrecked at Cape St. Mary's, N. S. The Captain perished. Crew saved. Owned by Ebenezer Parry and the master.

Schooner PEELER, 49 tons, John Poole master, sailed from Yarmouth for the West Indies, with a cargo of lumber, and was not afterwards heard of. Vessel on her first voyage. Owned by Simeon Gardner and others.

1817.

Schooner Susanna, 49 tons, Jacob Hilton master, from Windsor, N. S., for Eastport, Me., with a cargo of plaster, sprang aleak and was run ashore at Margaretville, Cornwallis, in October. Silas Hilton (brother of the Captain) was drowned. Vessel on her first voyage. Owned by Henry Hilton and others.

Schooner Vigilant, 32 tons, John Clements master and part owner, from St. Andrews, N. B., for Halifax, was wrecked in July. Crew saved.

Schooner LIVELY, 26 tons, Jeremiah Frost master, was wrecked at Port Mouton Ledges, N. S., during a heavy gale in August. Crew saved. Owned by Thomas, Robert and James Goodwin.

1818.

Brig Nelson, 123 tons, Lyman Durkee master, from Barbadoes for Yarmouth, with a cargo of produce, was dismasted in a gale in February and abandoned. Crew rescued by an American schooner and landed at Bermuda. Owned by Amasa Durkee.

Schooner MINERVA, 45 tons, Ebenezer Eldridge master, from St. Andrews, N. B., for Halifax, sprang a leak and was abandoned at sea. Crew saved. Owned by Benjamin Lewis and others.

Schooner Nelly, 23 tons, John Scott master, from St. Andrews, N. B., for Yarmouth, with a cargo of lumber, was

wrecked at Brier Island, N. S. Crew saved. Owned by Amos Hilton and the master.

1819.

Brig HARRIET, 118 tons, John McDonald master and owner, from New York for Newfoundland, with a cargo of cattle, was wrecked on the coast of Newfoundland. Crew saved.

Schooner ELIZABETH, 89 tons, Joseph Bydder master, from St. Croix, N. B., for the West Indies, with a cargo of lumber, was wrecked in the West Indies. Crew saved. Owned by Robert Huston and others.

Schooner RECOVERY, 53 tons, Theophilus Crosby master, from St. Andrews, N. B., for St. John's, N. F., was wrecked at Newfoundland. Crew saved. Owned by Nathan Utley and the master.

Schooner Dolphin, 22 tons, Jonathan Patten master, from Yarmouth for Halifax, with a cargo of potatoes, etc., put into Liverpool, N. S., on the 19th November, for a harbor. At daylight she broke away from her anchorage and they were obliged to put to sea. Owing to the violence of the gale the sails were blown away and the vessel became waterlogged. A signal of distress was hoisted, and at sundown a ship, belonging to Tynemouth, England, hove in sight, bore down on them, took them off and landed them at St. John, N. B. Owned by John Cann. No insurance on vessel or cargo.

1820.

Brig Martha, 151 tons, James Kelley master and owner, from the West Indies for St. Andrews, N. B., in ballast, was wrecked at the "White Horse," near Campobello, in October. Crew saved.

Schooner Hunter, 118 tons, George Hunter master, from New York for Halifax, with an assorted cargo, was wrecked at Iron Bound Island, N. S. Crew saved. Owned by James Shipley and the master.

Schooner Jacob and Benjamin, 104 tons, John Cann master, sailed from Barbadoes for Yarmouth, on the 8th November, with a cargo of raw hides, and was dismasted during a heavy gale on the 27th December and drifted at the mercy of the wind and waves for Eighty-three days before the crew were taken off. For particulars see narrative. Owned by Joseph Tooker.

Schooner ATLANTIC, 63 tons, John Perry master, from Yarmouth for New London, P. E. I., trading, was wrecked on the North Shore of P. E. Island in October. Crewsaved. Owned by George Hunter.

Schooner FRIENDS' ADVENTURE, 47 tons, Jonathan Harris master, sailed from St. John's, N. F., for Yarmouth, in ballast, in December, and was not afterwards heard of. The following persons comprised her crew:—Joel Palmer, mate; Thomas Byrns, Farnum Hibbert, and Beriah Bent, (of Annapolis, N. S.) seamen. Owned by Samuel Corning and others. This Schooner had the largest number of owners of any vessel previously owned in Yarmouth.

Schooner RANGER, 28 tons, Theophilus Crosby master and owner, while passing out of Yarmouth Sound for Eastport, Me., struck on "Cat Rock," and became a total wreck. Crew saved.

1821.

Schooner ELIZABETH, 14 tons, John Baker master, from St. John, N. B., for Yarmouth, struck on the bar at the entrance of St. John harbor in September, and became a total loss. Crew saved. Owned by Samuel and Ebenezer Ellis.

1822.

Schooner Hibernia, 48 tons, Thomas B. Tooker master, from Yarmouth for Barbadoes, was dismasted at sea on the 28th October. All on board except the Captain perished. For particulars see narrative. Owned by John and George Bingay. No insurance.

1823. -

Schooner Minerva, 44 tons, Stephen Eldridge master, from Weymouth, N. S., for Yarmouth, with a cargo of lumber, ran ashore in St. Mary's Bay in October and became a total wreck. Crew saved. Owned by Joseph Stoneman.

1824.

Brig Ugonia, 218 tons, James Wall master, from Yarmouth for St. John, N. B., in ballast, ran ashore during a gale and thick fog at Campobello, in September, was got off with difficulty, and taken to St. John, where she repaired and loaded with deals, and sailed about the 1st November for Sunderland, England. She was driven ashore during thick weather and a gale in December at the Orkney Islands, where she became a total wreck. Crew saved. Vessel launched in June and on her first voyage. Owned by Anthony Landers. No insurance.

Schooner REGULATOR, 67 tons, Henry Hilton master, from Yarmouth for Bay Chaleur, on a trading voyage, while lying at anchor at the latter place in September, was driven ashore during a gale and became a total loss. Crew saved. Owned by John Murray.

Schooner Sally, 27 tons, Ebenezer Crosby master, from a fishing voyage, while lying at anchor at Kelley's Cove, in January, broke adrift during a gale, went ashore, and became a total wreck. Crew and cargo saved. Owned by Samuel Kelley.

During this year a Schooner, belonging to Argyle, sailed for a port in the West Indies, and was not afterwards heard of. Three brothers—Sylvanus, Paul and William Ricker—and William Randall, all belonging to Argyle, were on board.

1825.

Schooner Good Fortune, 62 tons, Thomas Flint master, was wrecked at Miramichi. Crew saved. Owned by Wm. Haskell and the master.

Schooner Argo, 48 tons, Andrew Bryer master, from Chebogue for Halifax, with a cargo of potatoes, stood in too near to Liverpool Light in the night, and struck on the Point at the Eastern entrance to Liverpool harbor, in November, and became a total wreck. Crew saved. Owned by William Brown.

Schooner Two Brothers, 21 tons, Edward Baker master, from Yarmouth, fishing, was driven ashore at Chegoggin Point during a thick fog, in August, and became a total wreck. Crew seved. Owned by George Bingay.

1827.

Schooner Saran, 80 tons, Harvey Cann master, from Yarmouth for the West Indies, with a cargo of lumber, was dismasted during a gale in April, and put into Antigua, where she was condemned. Owned by Israel Levitt.

Schooner Fame, 15 tons, Harvey Cann master and owner, sailed from Yarmouth for Bermuda in July, with a cargo of potatoes. When three days out the vessel sprang a leak and soon became waterlogged. The crew abandoned her, and were taken on board of a passing vessel. No insurance.

Sloop PRIMROSE, 13 tons, Kelley Clements master, from Yarmouth for St. John, N. B., was capsized off Brier Island, and towed into Westport, where she was condemned. Crew saved. Owned by Caleb Cook. No insurance.

1828.

Schooner Catherine, (West Country rigged), 108 tons, Jacob Flint master, from Turk's Island for Yarmouth, with a cargo of salt, was dismasted during a gale in the Gulf Stream. The Captain caused jury masts to be rigged and continued on the voyage for Yarmouth, the vessel being in a leaky condition. She was spoken in lat. 39.10, long. 67, by a passing vessel bound to England, and Capt. Flint was obliged to abandon her, the crew refusing to remain on board. Owned by David Flint.

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Schooner Erin-Go-Bragh, 41 tons, William Weston master, from Yarmouth for the West Indies, with a cargo of fish and lumber, put into Antigua' in March, leaky, and was condemned. Crew saved. Owned by George Bingay and Geo. W. Bond.

Schooner Union, 31 tons, Lemuel Robbins master and principal owner, from Halifax for Yarmouth, in ballast, was driven ashore from her anchorage at Doctor's Cove, Barrington, during a gale, in October, and became a total wreck. Crew saved.

Schooner Mary Ann, 25 tons, Eben. Perry master, from Cornwallis for Yarmouth, with a cargo of potatoes and apples, ran ashore at Port William, in October, and became a total loss. All hands perished. William Haskell was among her crew. Owned by F. W. Redding and the master.

Schooner Cook Robin, 25 tons, John Patten master and owner, from Boston for Yarmouth, with an assorted cargo, ran ashore on the West side of Grand Manan, in November, and became a total wreck. Crew saved. No insurance.

Schooner Charlotte, 19 tons, David Landers master and owner (being the only person on board), sailed from Brier Island for St. John, N. B., in November, and was not afterwards heard of.

1829.

Brig Leopard, 130 tons, James Dennis master, from Yarmouth for Bermuda, with a cargo of cattle and hay, was capsized and dismasted during a gale, in lat. 41.35, in November, and was abandoned. Crew rescued by a passing vessel. Owned by James Bond and the master.

Schooner TRIAL, 72 tons, Jacob Wyman master and owner, from St. John, N. B., for Yarmouth, with an assorted cargo, struck on "Cat Rock," entrance of Yarmouth Sound, in December, floated off and went ashore on

the "Hen and Chickens," and sank. Crew and part of cargo saved.

Schooner Matilda, 48 tons, David Flint master and owner, from Yarmouth for Annapolis, in ballast, ran ashore at Digby Gut, in September, and became a total wreck. Crew saved.

Schooner Dandy, 43 tons, Stephen Eldridge master, from Yarmouth for Bay Chaleur, fishing, whilst "lying to" in a gale, at night, in July, drifted ashore at O'Brien's Island, Bay Chaleur, and became a total wreck. Crew saved. Owned by E. W. B. Moody and George Bingay.

Schooner Good Intent, 40 tons, Obed Smith master and owner, was driven ashore in the Argyle River, and became a total wreck. Crew saved.

Schooner British Queen, 39 tons, James Trefry master and owner, from Passamaquoddy, N. B., for Halifax, with a cargo of lumber, sprang a leak and was abandoned off Cranberry Head, N. S. Crew saved.

Sloop LITTLE BELT, 43 tons, Francis Cook master, from Weymouth for Yarmouth, with a cargo of wood and lumber, was wrecked at Grand Passage, Digby Neck, in November. Crew saved. Owned by Manasseh Cook.

1830.

Schooner Sarah, 54 tons, Ezekiel Ellis master, from Yarmouth for Nassau, New Providence, with an assorted cargo, was wrecked at the latter port, in September. Crew saved. Owned by Joseph Tooker and the master.

1831.

Brig Billow, 160 tons, James A. Dennis master, from Bermuda for Halifax, with discharged soldiers, was wrecked at the Ragged Islands, N. S., on the 9th April. Of the 137 persons on board not one was saved. For particulars see narrative. Owned by John Bond, Amos Dennis and others.



Boy Karran, W. vans, Gard Him mater, sailed from Jerrick. Vo., the St. Vincent, W. I., in Belovary, with a carry of out stores and pitch pice lumber. It is supposed that are was repetited through a pub which regal about six care that her sailing and that all hands perioded. About here received between the meaning the Captain of a Larmonth would. He bound her bottom up, and as it was periodic value at the time small read her same under water. (when it is Japan Korr and Person Memorials.

Surgestine Same Hamon, 100 and Rober Room name, from Window, K. S., for Boston, with a cargo of torsic. "missinged" in Formanti Sound, went ashore at Sunday Point, and because a total week, in September.

hat area. And of I.V. I. Took and Room. Some harm hand better of the Lower harm master, sales from lane. A 5. or the find Krounder in Halifan vite a step of hat, and was viewed at 5. May's ledges, buttoned by our ine late. They areal and income to Lambour by Sanother Surprise. A Tarmount by Sanother Surprise. A Tarmount by harmony and the master. No insurance in tesses of many.

bemomer Almann. M. was. Villan Churchel master, from Turk a Isaaci for Turnoum, with a mage of salt, went assure from themse and to be Turnoum as the Outer Stag Harmour Isaaci, and became a was week. Crew and sarph movel. Twenty by Naman Them.

182.

Requireme Farman. 136 was, from Fossia for Camberand, N. I. was friven in shore in West Quality Head and Weally predict. May Italia. Captain whose mame we have been matile to learn invared. Cantel by Caleb Cook.

federater Caracta, 59 tons, John Marray master and conner, from Yarmouth for Bay Chaleur, was driven ashore at the latter place in September, and became a total wreck. Crew saced.

Schooner Albion, 51 tons, Edward B. Hammond master, sailed from Nevis, W. I., for Yarmouth, in ballast, in December, and was not afterwards heard of. Owned by Charles G. Coffin.

Schooner ELIZABETH, 45 tons, from Yarmouth for Kingston, Jamaica, was wrecked at the Caicos Passage, W. I., on the 1st February. Crew and part of cargo saved. Owned by Joshua Trefry.

Schooner Isabella, 41 tons, —— Babine master and owner, from Yarmouth for Halifax, was run into and sunk by the Schooner "Nancy," from London, G.B., for Gaspelsland, on the 14th August. Crew saved.

Schooner Adventure, 83 tons, Waitstill Patch master and owner, from Canso for Yarmouth, was wrecked at the Mud Islands, in mid-winter. The crew were obliged to remain on the Island, in a starving condition and without fire, fourteen days. They were taken off by Brig "Grecian," Captain George Cann, and brought to Yarmouth. No insurance.

1833.

Schooner LICENSE, 43 tons, from Yarmouth for the West Indies, put into Antigua in distress, and was condemned. Owned by Robert Kelley.

Schooner Elegant, 41 tons. Waitstill Lewis master, from Yarmouth for Bermuda, with an assorted cargo, struck on the Ledges off Bermuda, in September, and became a total loss. All hands perished. Owned by Benjamin Lewis and others.

1834,

Brigantine Romney, 111 tons, Edward B. Bingay master, from Fredericksburg, Va., for Halifax, N. S., with a cargo of flour, while on the passage down the Rappahannock River, during very severe weather on the 5th January, was cut through by the drift ice and sank. Crew took to the boat, but on account of the ice making so fast, were unable.

to reach the shore till the 9th. One man perished. 'Owned by Benjamin Bingay.

Schooner SHELBURNE, 49 tons, Jacob Wyman master and owner, from St. John, N. B., for Yarmouth, with an assorted cargo, "misstayed" and went ashore on the "Hen and Chickens," Yarmouth Sound, in October, and became a total wreck. Crew saved. Part of cargo landed in a damaged condition.

1835.

Brig Lion, 184 tons, George Fletcher master, from Yarmouth for St. Andrews, N. B., in ballast, struck on Grand Manan during a thick fog, in August, and became a total wreck. Crew saved. Owned by George Bingay.

Brigantine Helen, 104 tons, Augustus D. Rust master, whilst lying at anchor after discharging cargo at St. Kitts, W. I., was capsized by a hurricane in September, and driven ashore, where she became a total wreck. Crew saved. Owned by Samuel Killam and the master.

Schooner Lark, 97 tons, Amos Cook master, from Halifax for the West Indies, with a cargo of fish and lumber, was abandoned at sea, in October. Crew saved. Owned by George Bingay.

Schooner Mercator, 86 tons, Nehemiah Cook master, from Halifax for the West Indies, with a cargo of fish and lumber, was wrecked at Antigua. Crew saved. Owned by Reuben Clements.

Schooner Star, 48 tons, Edward Darby master, from Yarmouth for Halifax, in ballast, whilst beating out of Kelley's Cove, in November, "misstayed" and went ashore at Sunday Point, and became a total wreck. Crew saved. Owned by Robert Kelley.

1836.

Schooner Wentworth, 66 tons, John Kinney master, from Tusket for the West Indies, with a cargo of lumber,

was abandoned at sea. Crew saved. Owned by Nathan Kinney and others.

Schooner Hannah, 54 tons, Henry Hilton master and owner, whilst lying at anchor at Kelley's Cove, in ballast, in September, was driven ashore during a gale, and became a total wreck. Crew saved.

Sloop Spitfire, 36 tons, Jacob Tedford master, whilst passing out of Yarmouth harbor, on the 19th November, for Trinidad, with a cargo of lumber, shingles and beef, ran afoul of the Brig "Milton," breaking two stanchions and splitting the mainsail. They were obliged to remain in the harbor, on account of head winds and necessary repairs, until the 23rd December, when they put to sea. Soon after leaving port the weather became boisterous—thick snow storms and heavy gales. On the 24th, at five o'clock, p. m., the vessel struck Pease's Island Ledge, (one of the Tuskets), carrying away the rudder and rendering her unmanageable. In this condition she was driven ashore on Great Tusket Island Point, bilged, and became a total wreck. As soon as possible the crew were employed in saving their clothing, provisions and materials of the vessel. They remained on the Island until the 28th, when they were taken off by Capt. VanHorn, of the Schr. "Lark," and landed at Yarmouth on the 2nd January, 1837. Owned by Samuel Killam.

1837.

Brig Pandora, 148 tons, Thomas Crosby, Jr., master and owner, from Yarmouth for Liverpool, G. B., with a cargo of mahogany, was fallen in with on the 26th February (24 days out), in lat. 47.53, long. 33.29, waterlogged and abandoned, by a Ship which arrived at Baltimore March 15th. No tidings were received of the crew, of which Zebina and Cereno Cook (brothers) and Ezekiel Bridgeo (of Arcadia) comprised a part. Capt. Jos. Wm. Frankland, who brought the Brigt. "Scott," from the West Indies this year was

124 RECORD OF YARMOUTH SHIPPING.

mate, Mr. Benj. Gardner, 2d mate, and Mr. James Carter, of Liverpool, G. B., a passenger.

Brig ELIZABETH, 148 tons, Joseph B. Lovitt master, from St. Andrews, N. B., for Barbadoes, with a cargo of lumber, dragged on shore from her anchorage during a hurricane at the latter place in June, and became a total wreck. Crew saved. Owned by Reuben Clements.

Brig Topaz, 106 tons, David Cook master, from Calais, Me., for Antigua, with a cargo of lumber, was wrecked at the latter port. Crew saved. Owned by Caleb Cook and others.

Brigantine Scott, 156 tons, James Scott master, sailed from Kingston, Jamaica, on the 20th October, 1836, for Yarmouth, in ballast. On the 24th the Captain was attacked by the yellow fever; and on the 26th the Mate was also attacked by it and died on the 1st November. The Captain expired on the 4th November. The remainder of the crew, among whom were Robert McKinnon, John Bridgeo and Ebenezer Scott, (lately master of Barque "Freeman Dennis," who was cabin boy), being unable tonavigate the vessel, stood in towards the land, and on the 6th spoke a slave lander, from which they took a pilot, who took the vessel into Xagua Bay, Cuba, for the purpose of obtaining relief. They arrived in the Bay on the 9th, and were immediately placed at the Quarantine Grounds, where they remained until the 19th, when they were permitted to enter the harbor. On the 22nd, Jos. Wm. Frankland, mate of the Ship "Portland," (who was subsequently lost in the Brig "Pandora,") with the consent of his Captain, took charge of the Brigantine; but the Governor of Xagua, from some unknown reason, would not permit the vessel to leave port until the 22d December, when they again sailed for Yarmouth. Everything went well until the 18th January, 1837, when, at 2 o'clock, p. m., the vessel being thickly coated with ice, the crew were set to work clearing

RECORD OF YARMOUTH SHIPPING.

125

it from the topsail sheets and clewlines, and overhauling the cable, (being then abreast of Gannet Rock,) preparatory to entering the harbor of Chebogue. Whilst in the act of weathering the point of beach at the entrance of the harbor, the wind suddenly changed, and there being no room to "wear" the ship, they tried to "stay," but finding that she would not "go in stays," they were obliged to come to anchor, and take in sail as speedily as possible, having only three fathoms of water. It was then blowing very strong, and the running rigging being clotted with ice, it was some time before the sails were all taken in. Notwithstanding the continual paying out of cable and the letting go the sheet anchor, the vessel kept drifting till at last she struck on the Beach, and immediately bilged. As the tide began to make she heeled broadside on the Beach, in which situation she lay beating upon the rocks until the tide left The crew landed safely. She was got off on the 22nd and taken into Chebogue harbor, where she was condemned and sold by auction. She was purchased by her former owners, Messrs. E. and A. Scott, of Chebogue, and refitted, and was finally abandoned at sea on the 11th September, 1839. Insured £800 in the "Yarmouth Marine Insurance Association." We believe this was the first insurance paid on a "total loss" in Yarmouth.

Schooner Mary Elizabeth, 89 tons, Theodore Churchill master and principal owner, sailed from Tusket River for Nevis, W. I., on the 18th June, with a cargo of lumber and shingles, and arrived at Nevis on the 15th July, where she remained until the 18th, when she sailed for the Island of St. Christopher's. On the 21st the vessel was taken to Sandy Point for the purpose of discharging cargo. On the 27th, at 2 p. m., whilst getting under weigh for the return voyage, after having taken in ballast, the vessel was struck by a heavy sea, and the "palls" of the windlass being carried away the crew were unable to weigh anchor. The - <u>-</u> :

Sea, but found it impossible; for, notwithstanding a their exertions, the vessel was driven on the rocks at Sand Point, and soen afterwards became a total wreck. Cre materials saved. Vessel on her first voyage. N

Eastport, Me., for Yarmouth, ran on Dartmouth Point Lee, Grand Passage, on the 17th April, and became Loss. Crew saved. Owned by Benj. Reiding, Theory and others.

1838.

Tig Jasper, 163 tons, Caleb Scott master, from S bron, N. B., for the West Indies, with a cargo of lun ran on a Ledge four miles below St. Stephen, on the May, and became a total wreck. Crew saved. Owner ben Scott and others.

inconer Union. \$4 tons, Herbert Redding master an expal owner, from Halifax for Pictou, N. S., in ballas for Pictou, N. S., in balla

m out. The vessel shortly afterwards went to piec ared \$110 in "Marine" office.

Schooler Eller. 76 tons, Wallace Flint master, from the West Indies, with a cargo of fish a

== mouth for the West Indies, with a cargo of fish a == moor, was wrecked at Guadaloupe about the 26th October and cargo saved. Owned by David Flint.

RECORD OF YARMOUTH SHIPPING:

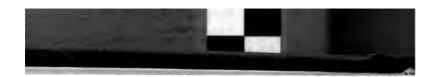
Schooner Hope, 53 tons, John McGray master, from Boston for Yarmouth, with a general cargo, put into Shag Harbor, during a gale on the 20th November. On the 23rd, the wind increasing in violence and a heavy sea running, the vessel was driven from her anchorage and went ashore on the Reef, where she became a total wreck. Crew saved. Part of the cargo saved in a damaged condition. Owned by D. Crocker.

Schooner Shepherd, 37 tons, Horace Baker master and owner, from St. John, N. B., on a trading voyage, with a cargo of fish, was driven ashore at Ship Harbor, 30 miles East of Halifax, in September, and became a total wreck. Crew saved and landed at Halifax. Insured \$800 in St. John, N. B.

1839.

Brig Henrietta, 128 tons, Elkanah Clements master, from Yarmouth for the West Indies, with a cargo of lumber, was abandoned at sea. Crew saved. Owned by Isaac Morehouse and others. Insured £550 in "Marine" office.

Brigantine Scott, 156 tons, Jacob Scott master, sailed. from St. Stephen, N. B., on the 10th August, for Barbadoes, timber laden. On the 9th September they experienced very heavy weather, with rain and lightning, and as the wind kept increasing they were obliged to "heave to." under a balance reefed mainsail, and commenced throwing off the deckload, the weather side of which had started. A tremendous squall threw the vessel on her beam ends, and at 4 o'clock, p. m., in lat. 25, long. 60, the weather lanyards of the main rigging were cut, both masts went over the side, and the vessel righted. An attempt was then made to clear the wreck of the broken spars, boards, &c., which the violence of the wind prevented. The mainmast to leeward stove a hole in the starboard quarter, by which the vessel soon filled with water. At 8 p. m. the wind blew in an E. N. E. direction, the water casks were:



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Captain ordered the cable to be cut and endeavored to put to sea, but found it impossible; for, notwithstanding all their exertions, the vessel was driven on the rocks at Sandy Point, and soon afterwards became a total wreck. Crew and materials saved. Vessel on her first voyage. No insurance.

Schooner George, 78 tons, Theophilus Crosby master, from Eastport, Me., for Yarmouth, ran on Dartmouth Point Ledge, Grand Passage, on the 17th April, and became a total loss. Crew saved. Owned by Benj. Redding, Theo. Crosby and others.

1838.

Brig JASPER, 163 tons, Caleb Scott master, from St. Stephen, N. B., for the West Indies, with a cargo of lumber, ran on a Ledge four miles below St. Stephen, on the 8th May, and became a total wreck. Crew saved. Owned by Eben Scott and others.

Schooner Union, 84 tons, Herbert Redding master and principal owner, from Halifax for Pictou, N. S., in ballast, anchored off Cape George, near Antigonish, on the evening of 28th August, it being a little foggy. About 10 o'clock the same night, the wind suddenly veered round from S. to N. N. W., and blew a gale. In attempting to weigh anchor to run off shore, as soon as it was "tripped" a violent squall threw the vessel on her beam ends, and in that position she was driven on shore at Livingstone Cove, where she immediately bilged and filled. The crew with difficulty sustained themselves on board until daylight and ebb tide, when all succeeded in reaching the shore in safety from the boom end. The vessel shortly afterwards went to pieces. Insured £110 in "Marine" office.

Schooner Ellen, 76 tons, Wallace Flint master, from Yarmouth for the West Indies, with a cargo of fish and lumber, was wrecked at Guadaloupe about the 26th October. Crew and cargo saved. Owned by David Flint. No insurance on vessel.

Schooner Hope, 53 tons, John McGray master, from Boston for Yarmouth, with a general cargo, put into Shag Harbor, during a gale on the 20th November. On the 23rd, the wind increasing in violence and a heavy sea running, the vessel was driven from her anchorage and went ashore on the Reef, where she became a total wreck. Crew saved. Part of the cargo saved in a damaged condition. Owned by D. Crocker.

Schooner Shepherd, 87 tons, Horace Baker master and owner, from St. John, N. B., on a trading voyage, with a cargo of fish, was driven ashore at Ship Harbor, 30 miles East of Halifax, in September, and became a total wreck. Crew saved and landed at Halifax. Insured \$800 in St. John, N. B.

1839.

Brig Henrietta, 128 tons, Elkanah Clements master, from Yarmouth for the West Indies, with a cargo of lumber, was abandoned at sea. Crew saved. Owned by Isaac Morehouse and others. Insured £550 in "Marine" office.

Brigantine Scott, 156 tons, Jacob Scott master, sailed. from St. Stephen, N. B., on the 10th August, for Barbadoes, timber laden. On the 9th September they experienced very heavy weather, with rain and lightning, and as the wind kept increasing they were obliged to "heave to." under a balance reefed mainsail, and commenced throwing off the deckload, the weather side of which had started. A tremendous squall threw the vessel on her beam ends, and at 4 o'clock, p. m., in lat. 25, long. 60, the weather lanyards of the main rigging were cut, both masts went over the side, and the vessel righted. An attempt was then made to clear the wreck of the broken spars, boards,. &c., which the violence of the wind prevented. The mainmast to leeward stove a hole in the starboard quarter, by which the vessel soon filled with water. At 8 p. m. the wind blew in an E. N. E. direction, the water casks were all washed overboard, and in trying to save some bread, not then wet, it was washed overboard. In this state the crew, eight in number, remained on board, without any sustenance except a few pieces of pork impregnated with coal tar, and fished out of the cabin, until the 11th, when the French Barque "La Blayaise," of Bordeaux, Capt. Erable, hove in sight, and relieved them from their perilous situation by taking them on board and conveying them to St. George's, Bermuda. Owned by E. and A. Scott, Chebogue.

Brigantine ALVA, 131 tons, Sheldon Lewis master, from Halifax for Jamaica, with a cargo of fish and shingles, was dismasted during a gale, in lat. 39.44, long. 60.47, and abandoned on the 15th March. Crew rescued by Ship "Pocahontas," and landed at Baltimore. Owned by James Baker and others. Insured £1000 in the "Marine" office.

Brigantine Jane Kelley, 108 tons, Henry Hilton master, from Jamaica for St. Andrews, N. B., in ballast, ran ashore during thick weather at Petite Passage, N. S., on the 23rd November, and became a total wreck. Crew escaped by swimming ashore. Owned by Robert Kelley.

Brigantine Wasp, 105 tons, Edward Perry master, from Yarmouth for the West Indies, with a cargo of lumber and fish, put into Cook's Harbor, near Yarmouth, during a gale, in October, and was driven ashore at Crawley's Island, where she became a total wreck. Crew saved. Owned by Allen & Brown.

Brigantine Two Partners, 105 tons, Charles W. Clements master, sailed from St. Andrews, N. B., on the 6th September, for Barbadoes, with a cargo of lumber, and was capsized during a gale on the 13th, in lat. 36, long. 64, and abandoned. One man was drowned. Remainder of crew rescued by a Barque from Boston, and landed at Buenos Ayres. Owned by Thomas Flint. Insured £400 in "Marine" office.

Schooner Adelaide, 84 tons, Henry Hilton master, from

the West Indies for Yarmouth, with a cargo of produce, was abandoned at sea in a sinking condition in December. Crew saved. Owned by John Murray.

Schooner John and Sarah, 75 tons, William Wyman master, sailed from Tusket, N. S., about the 10th September, for the West Indies, with a cargo of lumber. Her wreck was fallen in with on the 21st, in lat. 42, long. 66, bottom up. No tidings were received of the crew. Owned by John V. N. Hatfield.

Schooner YARMOUTH PACKET, 61 tons, Joseph Tooker, Jr., master and owner, sailed from St. John, N. B., for Yarmouth, on the 16th November. When about three miles from Long Island, N. S., the wind blowing fresh on shore, the head of the foremast was carried away, which rendered the vessel unmanageable. She was driven near the shore, when both anchors were let go. The crew and six passengers got into the small boat, and, with great difficulty and peril, succeeded in effecting a landing at a small creek upwards of a mile off, to which they were directed by the humane inhabitants of the Island, who walked along the shore to indicate the way. At low water the vessel struck on the rocks, and filled. By the assistance of some of the inhabitants, she was got into the Passage, and the greater part of her cargo and materials saved. The letter bag was lost. No insurance.

Schooner Good Intent, 57 tons, Robert McKinnon master, from Cornwallis for Yarmouth, with a cargo of produce, ran ashore at Trout Cove, Digby Neck, in October, and became a total wreck. Crew saved. Owned by John Michie, G. Sanderson and others. Insured £210 in "Marine" office.

Schooner AMETHYST, 44 tons, E. Larkin master, from Boston for St. John, N. B., was capsized during a squall on the 3rd May. Two passengers — Mr. Henry Woods and a Mr. Smith—were drowned. Other passengers and

crew—ten in number—were taken off by Schooner "Compeer," Capt. Lincoln, and landed at Ellsworth, Me. Owned by Jacob Hilton and others.

Schooner Plymouth, 40 tons, Henry Hilton master, on a trading voyage, was burned at Bay Chaleur in September. Crew saved. Owned by John Murray.

1840.

Barque LOYALIST, 218 tons, William Hammond master, from St. John, N. B., for Sligo, G. B., with a cargo of deals, went ashore on the 22nd September at St. John's Point, Donegal Co., Ireland, during a gale, and became a total wreck. Crew and cargo saved. Owned by E. W. B. Moody and others. Insured £1425 in "Marine" office.

The following account of the loss of this vessel is copied from a Sligo paper:—

SHIPWRECK OF THE LOYALIST OF YARMOUTH .- A large barque, upwards of 200 tons register, and only three years built, is a total wreck at the north shore of St. John's Point, Bruckless Bay, Co. Donegal, a short distance from the light-She was homeward bound from St. John, N. B., for Sligo, with a cargo of timber, deals, battens, &c., and consigned to Mr. Peter O'Connor, of the latter port. It appears that her Captain mistook the St. John's Point Light for the Sligo Light, and became sensible of his mistake only when his barque came crash against the rocks, It was two o'clock on Tuesday night, the 22nd inst., when the accident occurred. At the time it was blowing a hurricane from the N.E., and, being intensely dark, it was with some difficulty the hands and master saved themselves by climbing the rocks. When she struck, with such force was she driven that she carried away with her bows several tons of the solid rock. We understand the ship and cargo to be insured, and that Andrew Cassidy, Bruckless, Esq., the enterprising agent for the underwriters at Lloyds, is greatly exerting himself to save the property for the Insurers. All the deck lumber has already been got on shore, and he expected the remainder of her cargo will be saved. Mr. Browne, the experienced officer in command of the "Racer,"

revenue cruiser, is devising plans to remove the hull with the cargo. It will be a difficult business, but there is nothing too difficult for enterprise and perseverance. It tells well for the honest disposition of the people of the Point, that no depredations have been perpetrated upon the wreck. The Kilulton men deserve much credit for their useful exertions in saving the barque and cargo before Mr. Cassidy had time to arrive. We have heard that, at one period, she was drifting alse upon the rocks, and would inevitably have went into peg-wood or would have been swallowed up the Gull yugh were it not for the tact with which in not more than an instant of time they fastened her chain cable to a rock. They will, we expect, receive more than the usual salvage, and they richly deserve it.

Brig ELIZABETH, 227 tons, Edward B. Bingay master, from Bangor, Me., for St. Kitt's, with a cargo of lumber, was wrecked at the latter port in December. Crew saved. Vessel launched only a few months previously. Owned by E. W. B. Moody and others. Insured £1360 in "Marine" office.

Brigantine Abigail, 141 tons, Samuel Kelley master, sailed from Tusket River on the 4th August for St. Andrews, N. B., in ballast, and ran ashore same night, during a dense fog, on Reef Island, and became a total wreck. Crew and part of materials saved. Owned by John V. N. Hatfield and George Trefry. Insured £1000 in "Marine" office.

Brigantine Good Intent, 132 tons, Rowland H. Crocker master, from St. Andrews, N. B., for Barbadoes, with a cargo of lumber, ran ashore at Long Island, N. S., on the 5th August, during a thick fog, and became a total wreck. Crew saved with difficulty. Owned by Daniel Crocker and others. No insurance.

1841.

Barque London, 271 tons, Samuel Crosby master, from Liverpool, G. B., for Kingston, Jamaica, with a cargo of coals, was wrecked on the North Point of the Grand Turk, W. I., in September. Crew and cargo saved. Owned by Eben and Amos Scott.

Brig Paragon, 179 tons, Israel Lovitt, Junr., master, sailed from Yarmouth for the West Indies on the 7th February, with a cargo of lumber and fish, and was not afterwards heard of. Her crew consisted of Henry Lovitt, 1st mate; Elkanah Trask, 2nd mate; Anthony Butler, cook; Samuel Kinney, seaman; Milton Bent, seaman; ——Clements (Cove), seaman; and three others, names unknown. Owned by Israel Lovitt and others.

Schooner Mercy Jane, 87 tons, Nathaniel Perry master, from St. Ann's Bay, Jamaica, for New York, with a cargo of pimento and logwood, whilst standing in for Sandy Hook on the night of 17th December, struck on "Romer Shoals," and became a total loss. The next day the Schooner "Friendship," Captain Pearsall, went to her assistance and took from her the Captain, crew and part of the cargo of pimento. When they left her she was full of water and bilged. One of the crew, who had been sick on the voyage, died shortly after being received on board the "Friendship." Owned by Thomas Parfitt, the master, and others.

Schooner MATILDA, 75 tons, David Flint, Jr., master and owner, from Yarmouth for Annapolis, N. S., in ballast, was driven ashore at Digby Gut, in September, and became a total wreck. Crew saved.

Schooner Belvidere, 73 tons, Thomas B. Cann master and principal owner, sailed from Yarmouth on the 1st March, for Antigua, with a cargo of lumber, and encountered very severe weather, during which she became waterlogged. Two men perished. Remainder of the crew abandoned her on the 10th, in lat. 39.10, long. 65, and were rescued by Brig "Arzac," and landed at New York. Insured \$400.

Schooner Thomas and Jane, 65 tons, Robert Bain master, sailed from St. Stephen, N. B., on the 24th June,

for Barbadoes, with a cargo of lumber and shingles, and put into Yarmouth on the 29th, on account of heavy weather, where she remained wind-bound until the 11th July, when she again proceeded on her voyage. On the 16th, having experienced heavy weather after leaving port, the vessel sprang a leak, and the crew being unable to keep her free put back to Yarmouth, where they arrived on the 22nd. She was taken to "Moody's Wharf," and discharged. On the 3rd August, at low water, the wind suddenly sprang up, which caused the vessel to list from the wharf, and falling upon a rock, bilged, filled with water, and became damaged to such an extent that she was condemned. Owned by David Lauders.

Schooner Curlew, 45 tons, David Goodwin master, from Argyle for Boston, was driven ashore during a snow storm, at Scituate Beach, Cape Cod, on the 29th November, and became a total wreck. Captain washed overboard and drowned. Crew saved. Owned by James Goodwin and others.

Schooner Acadian, 42 tons, Francis J. D'Entremont master and owner, was wrecked at Cape Ann, Mass., on 8rd October. Crew saved.

Schooner Madeline, 40 tons, Joseph D'Entremont master, was wrecked at Cape Ann, Mass., on the 3rd October. Crew saved. Owned by the Surettes at Argyle.

Schooner GILBERT, 24 tons, John Trefry master and owner, from Yarmouth, fishing, was wrecked at the Tusket Islands in August. Crew saved.

1842.

Barque Maria, 410 tons, Amos Cook master, from Glasgow, G. B., for Havana, Cuba, experienced very heavy weather, and when 150 miles N. W. of the coast of Ireland, on the 20th August, carried away all lower mastheads, and becoming unmanageable and hopelessly wrecked was abandoned. Crew saved. Owned by George Bingay and the master.

Brig Isabella, 181 tons, Moses Shaw master, from the West Indies for St. Andrews, N. B., in ballast, ran ashore during a dense fog in July, at Campobello, and became a total loss. Crew saved. Owned by Thomas Killam.

Brigantine ADELINE, 129 tons, Nathaniel Power master, from Dublin for Yarmouth, whilst lying at anchor at Shag Harbor, N. S., after a passage of 32 days, dragged ashore during a gale on the 21st October, and became a total wreck. Crew saved. Owned by Stephen V. Kinney.

Brigantine Lady Huntington, 124 tons, Thomas Stowe master, from New York for Yarmouth, with a general cargo, was driven ashore, whilst "lying to," at Ellenwood's Island (one of the Tuskets), on the morning of the 31st November and became a total wreck. Crew and principal portion of cargo and materials saved. Owned by Thomas Allen.

Brigantine Shamrock, 107 tons, Smith D. Kinney master, sailed from Barbadoes on the 5th November for New York, and was wrecked on the Barnegat Shoals, during a heavy gale on the 30th. Crew saved. Owned by Samuel Dunseith.

Brigantine GERM, 101 tons, Norman S. Porter master, sailed from Yarmouth on the 5th January, for the West Indies, with a cargo of lumber, shingles, &c. When two or three miles from port, her rudder was broken near the head by a heavy sea and carried away, rendering the vessel unmanageable. The Brig "Sterling," Capt. Clements, from St. Andrews, N. B., for Yarmouth, went to her assistance, and Capt. Porter and his crew with much difficulty and danger succeeded in getting safely on board the "Sterling" at dusk. She was next boarded near the Tusket Islands and stripped of provisions, sails, chains, anchors, &c. On the 13th January she went ashore at Cranberry Head, where she went to pieces. The greater part of the cargo was saved. Owned by Dennis and Israel Horton and F. W. Redding.

Schooner Oceanus, 81 tons, John Jacques master, was

driven ashore at the West Indies, during a hurricane, on the 4th October, and became a total loss. Crew and part of cargo saved. Owned by James Jenkins. No insurance.

Schooner Spartan, 75 tons, Aaron Goudey master, from St. Kitt's, W. I., for Yarmouth, with a cargo of molasses and sugar, sprang a leak in lat. 34, long. 66.30, and was headed for Bermuda, on the 19th January. On the 18th the leak increased so fast, that she was in a sinking condition, and was abandoned. The Captain and crew were taken off by Schr. "Fair Play," of Massachusetts, and landed at St. Thomas. Owned by Edward B. Bingay and Joseph Tooker, Jr.

1843.

Barque British Queen, 263 tons, Charles DeWolfe master, whilst lying at anchor at Autigua on the 26th April, was discovered to be on fire, and, notwithstanding the most strenuous exertions made by the several Captains and crews of vessels in the harbor and assistance from the shore, was burned to the water's edge. The fire was caused by a lighted candle left burning on a table in the cabin. Owned by Thomas Allen. Insured £700 in "Marine" office.

Brig Prince Albert, 232 tons, Elkanah Clements master, from St. John, N. B., for London, G. B., with a cargo of deals, struck on a Ledge called the "Old Man," near Tusket Islands, on the 9th February, and floated off with loss of rudder. The vessel being unmanageable, the crew endeavoured to get her into some harbor by use of the sails. On the 11th, seeing that the vessel was in danger of going ashore, the sails were furled and the anchors let go, but the wind increasing to a heavy gale, she began to "drag," and her masts were cut away. She continued to drag, nevertheless, until she struck on the Southern Brother Island, about two miles from Pubnico Point, where she became a total wreck. Crew, materials and part of cargo

saved. Owned by Nathan Weston, Isaac Morehouse and others.

Brig Sterling, 188 tons, Evelyn Robbins master, sailed from St. Andrews, N. B., for the West Indies, with a cargo of lumber, about the 13th of November. She was fallen in with by the Brigt. "Maitland," Capt. Benj. Murphy, of Yarmouth, on Christmas Day, in lat. 39.40, long. 67.30, waterlogged and dismasted. Capt. Murphy, with two of his men, boarded her, and found everything gone off the decks, boats, hatches, &c., and most of bulwarks washed away. Under a shelter he found four dead bodies (amongst which he recognized that of the 1st Mate, Clements) and part of a carcass of a dog. The bodies appeared to have been in that state for some days. It being near night, Capt. M. could make no further discoveries. The names of the crew were as follows: - Edwin Clements, 1st Mate; Reuben G. Clements, 2nd Mate; John McCarthy, seaman; John Wilson and Charles Munro (colored) seamen; and two others, names unknown. Owned by Reuben Clements. Insured £1100 in the "Marine" office.

Brig Industry, 182 tons, Charles Jenkins master, from Yarmouth for St. John, N. B., was driven ashore near Partridge Island, on the 30th April, and became a total wreck. Crew saved. Owned by James Jenkins. No insurance.

Brigantine Scott, 196 tons, Jacob C. Scott master, sailed from Dublin, Ireland, on the 27th February, for Yarmouth, N. S., in ballast, and was not afterwards heard of. Owned by Eben and Amos Scott, of Chebogue. In November, 1852, (nearly ten years' after,) a small box, with a sliding lid, covered with barnacles, etc., came ashore in front of Mr. Francis Hipson's house, on John's Island, near the entrance of Pubnico Harbor. On opening it there was found the Log Slate of this vessel, on which were written the name of the vessel and the names of seve-

ral of the crew, viz.:—Henry Healey, 1st mate; Wm. H. Trefry, (Chebogue Point,) steward; Wm. Hipson and David Goodwin. The boy who discovered the box rubbed the writing from one side of the slate, or else some particulars relative to the loss herein recorded might have been preserved.

Brigantine HAIDEE, 111 tons, Aaron Goudey master, whilst lying at anchor at St. Pierre, Martinique, parted her cables and was driven on shore during a gale on the night of the 1st March, and became a total loss. Crew and materials saved. The Schooner "Yarmouth Packet," Captain Richan, was riding at anchor to leeward of the "Haidee," and the latter, on parting her cables, drifted afoul of the Schooner with great violence, staving in her bulwarks and placing her in imminent peril. A portion of the Schooner's rigging was cut away, when the "Haidee" swung clear of her, otherwise both must have gone ashore. The Schooner rode out the gale in safety. The "Haidee" was owned by Thomas Killam.

Schooner Union, 84 tons, Israel Shaw master, sailed from Yarmouth on the 27th September for the West Indies, and was not afterwards heard of. Her crew consisted of Israel Trask, Rowland Landers and Miner Chipman. Owned by Joseph Shaw and William Robertson.

1844.

Barque Sovereign, 368 tons, Joseph Rogers master, sailed from Liverpool, G. B., on the 30th October for St. John, N. B., with a cargo of coals. On the 1st November the vessel experienced a heavy gale from E. S. E., which drove her towards the Irish coast. In the night at Greystones, near Dublin, both anchors were let go, but as she began to "drag," her masts were cut away, and she "brought up" within three or four cable lengths of the breakers. At 10 a. m. of the 2nd she again commenced.

to "drag," when it was found necessary to slip her cables, and let her run bows on the shore, to enable the crew to save their lives, which they did with difficulty. The vessel became a total wreck. Owned by E. W. B. Moody, B. Rogers & Co., and William Rogers. Insured \$8000 in New York.

Brig Rose, 240 tons, John D. Kelley master, sailed from Grenada, W. I., on the 7th December, for Yarmouth, in ballast, and was dismasted, waterlogged and abandoned on Christmas Day, during heavy weather. One man was washed overboard. Remainder of the crew were rescued by Schr. "Mariner," of Halifax, Capt. Eli Rodgers, and landed at Yarmouth. One of the crew (son of Mr. John Baker) died shortly after his arrival. Owned by Freeman Crosby, John D. Kelley and others. Insured £680 in the "Marine" office.

Brig Mariner, 195 tons, Crocker Hemeon master, from Charlottetown, P. E. I., for United Kingdom, with a cargo of deals and lumber, went ashore on the coast of P. E. Island in December, and became a total loss. Crew saved and landed at Pictou. Owned by B. Rogers & Co. and the master. Insured £590 in the "Marine" office.

Brig WOODBINE, 162 tons, Joseph Shaw, Jr., master, from St. Stephen, N. B., for Barbadoes, with a cargo of lumber, went ashore at Sunday Point, near the entrance of Yarmouth harbor, on the 1st January, and became a total wreck. Crew saved. Owned by Wm. Robertson, Joseph Shaw and others. No insurance on vessel. Cargo insured.

Brig PLEIADES, 137 tons, Abram Pinkney master, from Wilmington, N. C., for St. Kitt's, with a cargo of pitchpine, whilst changing ports in the Island of St. Kitt's, in November, (after discharging a part of cargo,) ran ashore and became a total wreck. Crew saved. Owned by John and Amasa Durkee.

Brigantine Spray, 135 tons, Allan Haley master, from

Wilmington, N. C., for Antigua, was spoken October 1st in lat. 30, long. 63, by Spanish Barque "Facia," with signals of distress flying. On sending a boat from the "Facia," it was ascertained that the crew of the "Spray" were obliged to abandon her, as she was leaking badly, and the pilot and two seamen had died the day previously. After being taken on board the "Facia" Capt. Haley, his mate and two men became ill, and continued to get worse, the Captain's illness being increased by deep melancholy caused by the loss of his vessel. He expired on the 8th November. The remainder of the crew were landed at Barcelona, Spain, on the 4th December. The Mate (Mr. Israel Goudey, of Yarmouth,) died in the hospital a few days after. The "Spray" was owned by Nathan Utley, Robert Guest and Thomas Barnard. Insured £400 in the "Marine" office.

Brigantine Jewess, 101 tons, William Crosby master, from Turk's Island for Yarmouth, with a cargo of salt, was driven ashore at Pubnico Point, on the 25th November, and became a total wreck. All hands perished. For particulars see narrative. Owned by J. V. N. Hatfield and the master. No insurance on vessel or cargo.

Schooner CLYDE, 78 tons, Edward Wyman master, from Yarmouth for Barbadoes, with a cargo of fish and lumber, was driven ashore at the latter place, on Christmas Day, and became a total wreck. Crew saved. Owned by Benj. Killam and Augustus Rust.

Schooner MAYFLOWER, 34 tons, George German master, from Boston for Yarmouth, with a general cargo, was driven ashore at "Thrum Cap," near the entrance of Yarmouth harbor, on the 7th October, and became a total loss. Crew saved. Owned at Beaver River.

Schooner FAIR LADY, 28 tons, John Sullivan master, from Yarmouth for Grand Manan, was driven ashore at "Thrum Cap," Yarmouth, on the 7th October, and became a total wreck. Crew saved. Owned by B. Ellenwood.

1845.

Brig EMELINE, 202 tons, Silas Kelley master, from Yarmouth for St. Andrews, N. B., in ballast, ran ashore at Grand Passage, Digby Co., in November, and became a total wreck. Crew saved. Owned by Robert Kelley and Edmund Lonergan. Insured £675 in the "Marine" office.

Brig ARICIA JANE, 157 tons, Thomas T. Fowles master, on a voyage to Australia, struck on "Paternoster Rock," near Saldanah Bay, S. W. coast of Africa, on the 16th May, and became a total wreck. Crew saved. Owned by Thomas Goudey and others.

Brigantine Commerce, 118 tons, Stephen Eldridge master, from Grenada, W. I., for Yarmouth, in ballast, struck on the Outer Shag Harbor Island, N. S., on the 18th January, and became a total wreck. Crew saved. Owned by Joseph, Charles and Geo. W. Tooker. No insurance.

Schooner Sisters, 108 tons, James R. Blauvelt master, sailed from the Island of Dominica for Yarmouth on the 18th October, with a cargo of molasses and sugar. On the 11th November she encountered a gale from the W.N.W., accompanied with a heavy sea, which obliged them to lay the vessel to. At 9 o'clock, p. m., they sighted Seal Island Light, and made sail in hopes of getting the vessel off shore; but the wind and sea increasing, caused the vessel to drift, and at 10 p. m. she struck the bottom, and soon afterwards bilged and broke up. The crew with difficulty reached the shore, when they found that the vessel was on the West side of the Large Mud Island. Owned by James Bingay and Joseph Tooker. Insured £400 in the "Marine" office.

Schooner Accumulator, 68 tons, James Goodwin master, from Halifax for Labrador, with a cargo of salt, struck on Jeddore Ledges, in June, and sank. Grew saved. Owned by the master and others.

Schooner MERMAID, 61 tons, Charles DeWolfe master, from Yarmouth for Boston, was run into by a Brig in Bos-

ton Bay, on the 1st August, and being rendered unmanageable was driven ashore and became a total wreck. Crew and cargo saved. Owned by James Jenkins and the master.

1846.

Barque Sirion, 271 tons, Thomas B. Cann master, sailed from St. John, N B., on the 8th September, for Greenock, with a cargo of deals and timber, and was capsized during a hurricane in lat. 46, long. 47, and so badly damaged that the crew were obliged to abandon her. They were rescued by the "Thetis," on the 19th September, and landed at London, G. B. Owned by John Cann. Insured £1200 in the "Marine" office.

Barque LADY FALKLAND, 236 tons, James Baker, Junr., master, from St. Andrews, for Liverpool, G. B., with a cargo of lumber, was run down in the English Channel by a Schooner. Crew saved. Owned by James Baker. Insured £250 in the "Marine" office.

Brig AMELIA, 247 tons, Asa Trask master, from St. John, N. B., for Dublin, Ireland, with a cargo of deals, was abandoned at sea. Crew saved. Owned by Samuel Killam. No insurance.

Brig Ann, 218 tons, Amos Crosby master, from St. John, N. B., for Dublin, was abandoned on the 19th September, in lat. 46, long. 42, waterlogged and dismasted. Part of the crew were rescued by Barque "Linnet," of London, and landed at St. John, N. B.; remainder by Brig "Conquest," of Maryport, and landed at Quebec. Owned by John W. Lovitt. Insured £800 in the "Marine" office.

Brig Britannia, 108 tons, Norman Porter master, sailed from Barbadoes, on the 28th November, for Yarmouth, with a cargo of molasses and sugar, and went ashore at Sunday Point, Yarmouth Sound, on the 19th December, and became a total wreck. One seaman (son of Mr. James Sweeney, of Yarmouth,) was drowned. Owned by John Cann and James B. Dane. No insurance.

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Brigantine MARY SHIELL, 165 tons, Silas Kelley master, from Liverpool, G. B., for Halifax, with a cargo of salt, lost rudder and sails and sprang a leak, during a heavy gale in October, when in the latitude of Halifax, and was abandoned. Crew saved. Owned by Joseph Tooker. Insured £600 in the "Marine" office.

Brigantine RAPID, 158 tons, George C. Wyman master, sailed from Wexford, Ireland, on the 29th August, for Yarmouth, in ballast. On the 21st September they encountered a tremendous gale, which threw the vessel on her beam ends, and obliged them to cut away her mast's. On the 22nd they decided to abandon the vessel, as the sea was washing completely over her. For this purpose a signal of distress was hoisted on the stump of the mainmast. A sail soon hove in sight, bore down on them and rescued them with great danger and difficulty, having to send the boat three times to the wreck before they were all taken off. She proved to be the Ship "Samuel," Captain Leighton, bound to St. John, N. B., where the crew of the wrecked Brig were landed in safety. The "Rapid" was owned by Nathan Utley, James McNutt, and the master. £700 in the "Marine" office.

Brigantine Tory, 123 tons, Silas Kelley, Junr., master, sailed from Liverpool, G. B., on the 19th September, for Yarmouth, was spoken three days after leaving port by the Brigantine "Mary Shiell," and was not afterwards heard of. Edgar C. Grantham and Jacob Cook were among her crew. Owned by E. W. B. Moody and Dennis Horton. Insured £200 in the "Marine" office.

Brigantine FLIRT, 110 tons, John D. Kelley master, from the West Indies for Port Medway, in ballast, was wrecked at Port L'Hibert, N. S., in September. Crew saved. Owned by Samuel Dunseith. Insured £500 in the "Marine" office.

Brigantine Evelina, 110 tons, George Owen master and

owner, whilst lying at anchor in the Argyle River, was driven ashore in the gale of 18th September, and became a total loss. Crew saved.

Brigantine ZEPHYE, 103 tons, George Hilton master, sailed from Antigua for Turk's Island, in June, and was not afterwards heard of. Owned by Benj. Ellenwood and the master. Insured £150 in the "Marine" office.

Brigantine Orion, 87 tons, Stephen Eldridge master, sailed from Yarmouth on the 16th September, for Barbadoes, with a cargo of lumber and shingles. On the 19th they encountered a hurricane, which threw the vessel on her beam ends, carrying away the deckload. After cutting away the masts the vessel righted, with a great deal of water in her hold, and her decks swept of galley, boats, water casks, etc. The crew remained on the wreck, exposed to the weather, without any other food than biscuit and a small quantity of water, until the 29th, when they were rescued by a boat from the Brig "Muta," of Halifax, Capt. Dowsley, and landed at Kingston, Jamaica. Owned by Nathan Lewis and others. Insured £835 in the "Marine" office.

Brigantine Maria, 75 tons, John Hilton master, from Trinidad for Nevis, in ballast, struck on the Bar at the latter port in July, and became a total loss. Crew saved. Owned by Nathan Weston and the master. Insured £430 in the "Marine" office.

Schooner Ellen, 105 tons, William Hibbert master, from the West Indies for Yarmouth, sprang a leak and was abandoned in October. Crew saved. Owned by Joseph, Charles and Geo. W. Tooker. Vessel insured £300 in the "Marine" office. Cargo insured £175 in the same office.

Schooner Dolphin, 74 tons, Edward Perry master, whilst lying at anchor at St. Vincent, W. I., was driven ashore during a hurricane and became a total wreck. Crewsaved. Owned by Joseph Tooker and John Michie. Vessel and cargo insured £425 in the "Marine" office.

1847.

Barque Yarmouth, 408 tons, David Cook master, sailed from Dublin on the 28th February for Philadelphia, in ballast, and went ashore at Cape Henlopen, on the 18th April, and became a total loss. Crew saved. Owned by E.W.B. Moody, Dennis Horton and the master. Insured £1500 in the "Marine," and £1500 in outside offices.

Brig Burmah, 171 tons, Richard Patten, Junr., master, from St. John, N. B., for Ballyshannon, Ireland, with a cargo of deals, ran ashore on the Bar at the entrance of Ballyshannon harbor, on the 1st June, and became a total wreck. Crew saved. Owned by Benj. Killam and J. D. Cann. Insured £900 in the "Marine" office.

Brig Grand Turk, 134 tons, Zebina Shaw master, sailed from Philadelphia about the 12th May for the West Indies, with a general cargo, and was wrecked at Cape May. Crew saved. Owned by George Cann. Insured £500 in the "Marine" office.

Schooner HOPE, 35 tons, John Jacques master, from Yarmouth for Bridgewater, N. S., in ballast, struck a sunken rock at the mouth of La Have River, bilged, and was condemned. Crew saved. Owned by G. Sanderson. No insurance.

1848.

Barque Lucy, 292 tons, Henry Heckman master, from Boston for the Spanish Main, in ballast, ran ashore during a gale, in August, on a sandspit near Turk's Island, and became a total loss. Crew saved. Owned by F. W. Redding and the master. Insured £600 in the "Marine" office.

Brig CORONELLA, 204 tons, Eleazer Richan master, whilst beating up Sydney, C. B., harbor, in ballast, in October, struck on the Bar, and became a total wreck. Crew saved. Owned by Nathan Utley, Robert Guest and the master. Insured £1150 in the "Marine" office.

Brigantine Milton, 104 tons, Joseph Allen master, from Palermo, for Liverpool, G. B., with a cargo of fruit, was wrecked on the Irish coast. All hands perished. Owned by Samuel Killam. No insurance.

Schooner ALICE MARIA, 88 tons, Hiram Allen master, from Yarmouth for Newfoundland, ran ashore during thick weather at St. Mary's Ledges, Guysboro, N. S., in July, and became a total loss. Crew saved. Owned by Nelson Hammond. Insured £350 in the "Marine" office.

Schooner BITTERN, 82 tons, William T. Kelley master, sailed from Basse de Terre, St. Kitt's, for Yarmouth in August. The same night a French cruiser hove in sight, which Capt. Kelley supposed to be a Pirate. He, with his crew, immediately took to the boat, and reached the shore in safety. Nothing was afterwards heard of the vessel. Owned by Samuel Dunseith and Nathan Weston. Vessel and cargo insured £700 in the "Marine" office.

Schooner Mercator, 53 tons, George R. Smith master, from Yarmouth for Halifax, with a cargo of merchandize, was wrecked at Dover, near Halifax, on the 20th October. Crew saved. Owned by John Smith. No insurance on vessel or cargo.

Schooner LARK, 43 tons, Samuel Perry master and owner, whilst beating out of Yarmouth Sound, in October, went ashore at Sunday Point, and became a total wreck. Crew saved.

Schooner Temperance, 25 tons, William Larkin master and owner, whilst loading ballast at the Tusket Islands, in March, was driven ashore in a gale, and became a total wreck. Crew saved.

1849.

Barque Plymouth, 334 tons, Henry Purdy master, from Liverpool, G. B., for Halifax, with a cargo of salt, was run into and sunk off Tuskar, in February. Crew saved. Owned by Wm. H. Moody and others. Insured £1200 in the "Marine" office.

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Barque Caroline, 325 tons, Edmund Wyman master, from Cardiff, G. B., for Yarmouth, with a cargo of coals, was run into in the Bristol Channel and sank. Crew saved. Owned by Samuel Killam. No insurance.

Brig Ann, 218 tons, Ebenezer Scott master, from Portland, Me., for St. John, N. B., in ballast, went ashore near Little River, coast of Maine, and became a total wreck. Crew saved. Owned by Ebenezer and Amos Scott. Insured £500 in the "Marine" office.

Brig Thalia, 183 tons, Richard Patten, Junr., master, dragged ashore at Sunday Point, Yarmouth Sound, during a heavy gale in October, and became a total wreck. The cook was drowned. Owned by John Cann. Insured £850 in the "Marine" office.

Brig Enterprise, 153 tons, William Gourley master, sailed from Liverpool, N. S., for the West Indies, with a cargo of lumber, and was not afterwards heard of. Owned by Amasa Durkee and others. Insured £500 in the "Marine" office.

Brigantine Economist, 140 tons, Nathaniel Perry master, from Norfolk, Va., for Antigua, with a cargo of staves, was dismasted and waterlogged during a hurricane, and was abandoned in January. Crew saved. Owned by Amos H. Scott and others. Insured £800 in the "Marine" office.

Brigantine Zeno, 95 tons, Ebenezer Ryder master, commenced loading a cargo of bark at Bridgewater, N. S., on the 27th August, for Boston. During the same night, the crew discovered the vessel to be on fire, and immediately gave the alarm. With the assistance of a crew from another vessel and from those on shore, they succeeded in getting the vessel from the wharf, but were unable to extinguish the fire, and were obliged to abandon her, when she burned to the water's edge. Part of the materials saved. Owned by John Ryder and the master.

Schooner Harriet Alice, 74 tons, Charles Cann master

and owner, from Yarmouth for Boston, with a cargo of cord wood, sprang a leak and became waterlogged in Boston Bay, in October, and was abandoned. Crew saved.

Schooner Stranger, 53 tons, Henry Hilton master, from Yarmouth, on a trading voyage, was wrecked at Bay Chaleur, in September. Crew saved. Owned by John Murray.

Schooner EXPERIMENT, 35 tons, James Malone master, from Bay Chaleur for Pubnico, with a cargo of fish, was wrecked at Little Hope Island, off Liverpool, N. S., in August. Crew saved. Owned by Walter Larkin, Pubnico.

1850.

Brig Southampton, 293 tons, James Shipley master, from Montreal for Halifax, with a cargo of flour, was wrecked on "Devil's Island," near Halifax. The vessel struck about 1 o'clock at night, and bilged, when her masts were cut away. One seaman was drowned in attempting to swim ashore. The remainder of the crew remained on board until 10 o'clock next day, when assistance came from shore and rescued them. Owned by Samuel Flint. Insured £200 in the "Marine" office.

Brig Dahlia, 133 tons, Alexander Lovitt master, from Richibucto, N. B., for England, with a cargo of deals, was wrecked at the N.E. point of Prince Edward Island, in October. Crew saved. Owned by A. C. Robbins, Horace B. and E. Porter and others. Insured £600 in the "Marine" office.

Brigantine VICTORIA, 164 tons, Hiram Clements master, from Yarmouth for the West Indies, with a cargo of lumber, was wrecked at St. Martin. Crew saved. Owned by Reuben Clements. Insured £500 in the "Marine" office.

Brigantine Director, 128 tons, Henry Durant master, sailed from Ireland December 1st, 1849, for Yarmouth, in ballast, and was wrecked at Baccaro Point, near Barrington,

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N. S., on the 4th January. Crew saved. Owned by Wm. Robertson and Joseph Shaw. Insured £750 in the "Marine" office.

Brigantine ELIZA HELEN, 113 tons, Elkanah Clements master and owner, sailed from San Domingo for Yarmouth, with a cargo of mahogany. After being out a few days, they were obliged to put back, the Captain and part of the crew having become ill with the yellowfever. They arrived in the roadstead at San Domingo during a heavy gale and anchored; but the gale increasing in violence caused the vessel to "drag," when her masts were cut away, and she became waterlogged. The crew were rescued by an American Captain in a boat. Captain Clements and three men died in the hospital shortly after landing. The vessel was subsequently condemned. No insurance on vessel or cargo.

Brigantine Enchantress, 85 tons, Edward Patch master, from Barbadoes for St. Martin, in ballast, was wrecked at the latter port. Crew saved. Owned by Joseph and Thomas W. Stoneman. Insured £600 in the "Marine" office.

Schooner Sharon, 86 tons, Pearl Durkee master, from Yarmouth for Trinidad, with a cargo of fish, was wrecked whilst passing through the "Bocases," near the latter port, in July. Crew saved. Owned by Thomas Killam.

Schooner Ophir, 62 tons, John Lewis master, sailed from New York for Yarmouth, in October, with a cargo of flour, and was not afterwards heard of. Owned by F. W. Redding, Nathan, Benj. and John Lewis. Insured £300 in the "Marine" office.

1851.

Brig Lois, 216 tons, Rowland H. Crocker master, from St. Kitt's for Boston, with a cargo of salt, was wrecked at -Mayaguez, Porto Rico, on the 16th November. Crew saved. Owned by Benj. Ellenwood, the master, and others. Insured £1000 in the "Marine" office.

Brig ROVER, 208 tons, Jacob Allen master, from Bridge-water, N. S., for Barbadoes, with a cargo of lumber, went ashore during a gale, in September, at the latter port, and became a total wreck. Crew saved. Owned by Wm. H. Moody and others. Insured £450 in the "Marine" office.

Brig Ruby, 192 tons, Thomas Flint master, whilst loading at San Domingo, in November, was driven ashore during a gale, and became a total wreck. The Captain and two men—John Hilton (belonging to the Cove) and ——Smith, (of Barrington)—were drowned. Owned by F. W. Redding, Daniel and R. H. Crocker and others. Vessel and freight insured £500 in the "Marine" office.

Brig Charlotte, 162 tons, Edmund Hilton master, from St. John, N. B., for Port Rush, Ireland, with a cargo of deals, was wrecked at the latter port, in June. Crew saved. Owned by E. W. B. and James Moody and Thos. Goudey. Insured £500 in the "Marine" office.

Brigantine GIPSEY, 157 tons, Amos Healey master, sailed from Yarmouth for New York, on the 13th October, laden with boilers and machinery saved from the wrecked Steamer "Viceroy," at Shag Harbor, N. S., and sprang a leak on the 16th, in lat. 41.05, long. 68.10, and was abandoned. Crew rescued by an American schooner and landed at Chatham, Cape Cod. One of the seamen, who had been drinking very hard, jumped overboard while in delirium tremens, and was drowned. Owned by Thomas Allen.

Brigantine Hiram, 102 tons, Emery Griswold master, from Yarmouth for Joggins Mines, in ballast, ran ashore during a gale, in August, on the coast of Cumberland, N. S., and became a total loss. Crew saved. Owned by Thos. Killam and others.

Brigantine Belle, 86 tons, Samuel Poole master, from Antigua for St. Martin, was driven against a ledge of rocks at St. Kitt's, at 4 o'clock, a. m., of the 18th August, and immediately went to pieces. Captain Poole, his wife and

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crew were miraculously saved. Specie to the amount of £500 on board was lost. Vessel launched only a few months previously. Owned by Nathan Utley, Wm. Rogers and the master. Insured £500 in the "Marine" office.

Schooner Eagle, 88 tons, Israel Cann master, sailed from Boston for Yarmouth on the 18th April, with a general cargo and about ten passengers, and was found on the beach at Truro, Cape Cod, on the 18th, dismasted, &c. All hands perished. For particulars see narrative. Vessel on her first voyage. Owned by John Cann and Sons. No insurance on vessel or cargo. The "Eagle" was repaired and taken to Yarmouth, and was finally wrecked at the Tusket Islands, on the 15th December, 1858.

Schooner Emporium, 80 tons, James Frost master, sailed from Tusket, N. S., for Barbadoes, on the 25th September, with a cargo of lumber and fish, and was not afterwards heard of. She had a crew of four men. Owned by Asa Robbins and others. Insured £310 in the "Marine" office.

Schooner Victoria, 68 tons, Heman Rogers master, from Yarmouth for Tusket, in ballast, ran ashore at the Tusket Islands, in October, and became a total loss. Owned by B. Rogers & Co.

Schooner Dove, 25 tons, Lyman Spinney master, sailed from Halifax on the 17th September, on a fishing voyage, and whilst running for Murder Island, struck a rock called the "Old Man," to the eastward of the Bald Tusket Island, on the evening of the 1st October, and immediately sank. The crew took to the boat and with great difficulty succeeded in saying their lives, losing everything on board the vessel. Owned by T. O'Brien and others, Argyle.

1852.

Barque Medium, 817 tons, Nehemiah Crosby master, from Newport, G. B., for City Point, Va., with a cargo of railroad iron, was abandoned in a sinking condition on the 1st January. Crew rescued by Ship "Rome," and landed

at New Orleans. Owned by Thomas Barnard and others. Vessel and cargo insured £1600 in the "Marine" office.

Brig Solon, 258 tons, James Moody master, from Ardrossan for Boston, with a cargo of iron, was abandoned in a sinking condition, in lat. 43, long. 40.20, on the 7th August. Crew taken off by the "Ashburton," from Cadiz, and landed at New York, on the 31st August. Owned by E. W. B. Moody and others. Insured £1250 in the "Marine" office. Freight insured £300 stg. in England.

Brig Sarah, 201 tons, Charles DeWolfe master, from Dublin for Yarmouth, in ballast, sprang a leak at sea, in November, and put into St. Thomas, where she was condemned. Owned by Lyman Cann.

Brigantine Independent, 151 tons, John D. Kelley master, sailed from Liverpool, N. S., for the West Indies, in October, with a cargo of lumber, was obliged to return to port after being out a few hours, owing to the violence of the wind; and whilst lying at anchor in the harbor was driven ashore and became a total wreck. Crew saved. Owned by N. K. and R. Z. Clements. Insured £400 in the "Marine" office.

Brigantine Lady Sale, 148 tons, Samuel Flint master and owner, sailed from Sydney, C. B., on the 2nd December, for Yarmouth, with a cargo of coals. During the night of the 7th, the vessel was caught in a heavy gale and run into Liverpool Sound for shelter. Whilst bringing the vessel to anchor, she struck on Liverpool Bar, off Fort Point, and became a total wreck. Crew saved. Insured £500 in the "Marine" office. Cargo insured in Halifax.

Brigantine RUTH ELIZA, 115 tons, Howard VanNorden master, from Yarmouth for St. John, N. B., with a cargo of molasses, was driven ashore in the ice, on the 21st February, at Apple River, Cape Chignecto, N. S., and became a total wreck. Crew saved. Owned by B. Rogers & Co. Insured £400 in the "Marine" office.

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Schooner Calla, 75 tons, Hiram Clements master, from Yarmouth for the West Indies, with a cargo of lumber and fish, was passed on the 24th October, in lat. 22.50, long. 67, bottom up. No tidings were received of the crew. Owned by Nathan Utley and Robert Guest. Vessel and cargo insured £500 in the "Marine" office.

Schooner Dart, 70 tons, Levin Myers master, from Yarmouth for Halifax, struck a ledge at Port Mouton, N. S., on the 21st December, and immediately sank. The crew—five in number—took to the boat and succeeded in effecting a landing at Liverpool, after being exposed to the weather for twelve hours. Nothing was saved but the Captain's trunk. Owned by John W. Lovitt. No insurance.

Schooner Mary Ann, 66 tons, —— Robbins master, from Tusket for Boston, with a cargo of wood and salmon, was lost in Boston Bay, during a thick snow storm, on the 20th March. There were six passengers on board — four of whom were females—who with the crew were taken off by the people of Hull. Owned by Theodore Churchill and others.

Schooner Jane, 54 tons, Prince H. Robbins master, sailed from Yarmouth for Boston, on the 6th November, with a cargo of wood, and was wrecked at Plum Island, Mass., on the 10th November. Crew saved. Owned by Asa Robbins. No insurance.

Schooner Ruby, 40 tons, John Murray master and owner, was burned at Bay Chaleur. Crew saved.

Schooner Jasper, 38 tons, Horace Baker master, from Yarmouth, whilst mackereling off the coast of Prince Edward Island, on the 3rd October, was driven ashore during a gale, on the North coast of the Island, and became a total wreck. Crew saved. Owned by Joseph Stoneman. Insured £90 in the "Marine" office.

1858.

Barque St. George, 450 tons, Jacob Allen master, sailed

from Glasgow, Scotland, on the 4th March, for Boston, with a cargo of pig iron and merchandize, sprang a leak and was abandoned on the 28th March. Crew rescued by Barque "Eliza," of Yarmouth, Capt. Lyman Durkee, and landed at Boston. Vessel on her first voyage. Owned by Wm. H. Moody and others. Insured £2000 in the "Marine" office, and \$2400 in St. John, N. B. Freight insured \$2400 in Halifax.

Barque Palendar, 383 tons, Amos Dennis master, from St. John, N. B., for Greenock, with a cargo of timber, ran on "Black Rock," Grand Manan, during a thick fog, on the 18th August, and became a total wreck. Crew and part of materials saved. Owned by Samuel Killam and Joseph. B. Lovitt. No insurance on vessel.

Brig Margery, 127 tons, John Murphy master, from Tusket for the West Indies, with a cargo of pine lumber, was dismasted and waterlogged during a gale on the 1st February, and put into Grenada where she was condemned. The mate—John Eakins—died of yellow fever at St. Thomas on the 26th February, and was interred beside his brother, Thos. S. Eakins, who died of the same disease nine years previously. Owned by B. Ellenwood and others. Insured £500 in the "Marine" office.

Brigantine Conqueror, 119 tons, Joseph Rogers master, sailed from Yarmouth on the 6th September, for Antigua, with a cargo of fish and lumber, and was capsized and dismasted during a hurricane on the 8th, in lat. 38.30, long. 57. The crew were rescued on the 11th by Ship "Corsica," from St. John, N. B., for Bristol, England, which transferred them to the American Ship "Joseph Holmes," from Bremen for New York, where they arrived on the 1st October. The "Conqueror" was a new vessel—this being her second voyage. Owned by B. Rogers and the master. Insured \$2,400 in the "Marine" office.

Schooner James H. Braine, 97 tons, George Redding.

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master, from the West Indies for New York, with a cargo of dyewood, was wrecked at Absecom Beach, in November. Crew saved. Owned by Thomas Barnard and others. Insured £275 in the "Marine" office.

Schooner Eagle, 88 tons, John Cann master and owner, sailed from Yarmouth on the 12th December, for Liverpool, N. S., in ballast, and was wrecked at the Tusket Islands on the 15th. Crew saved. This is the same vessel that was wrecked at Cape Cod in April, 1851, and subsequently repaired.

Schooner Prvot, 84 tons, —— Perry master, whilst lying at anchor at Meteghan Breakwater, N. S., on the 5th April, parted both hawsers and was driven ashore during a heavy gale, and became a total wreck. Crew saved. Owned by B. Ellenwood and others. Insured £100 in the "Marine" office.

Schooner Byron, 72 tons, Samuel Durkee master, from Yarmouth for the West Indies, with a cargo of fish and lumber, sprang a leak and put into Antigua, where she was condemned. Owned by B. Ellenwood. No insurance on vessel. Cargo insured \$1500.

Schooner Water Rose, 66 tons, Simeon Gardner master, sailed from Clyde River, N. S., on the 19th December, for the West Indies, with a cargo of lumber, fish, etc., and was capsized, dismasted and waterlogged during a hurricane on the 24th, in lat. 43.20, long. 50.00. Two of the crew perished. Captain and remainder of the crew, after having been thirty-one days on the wreck, subsisting on raw potatoes and turnips, and being without water for nine days, were taken off in lat. 37.22, long. 55.02, by the "Cordelia," on the 25th January, 1854, and landed at Queenstown, Ireland. Owned by Cyril Porter and others. Insured £400 in the "Marine" office. Cargo insured £250 in the same office.

Schooner Tusker, 57 tons, — Hilton master, from

Yarmouth for the West Indies, with a cargo of lumber, was capsized, dismasted and became waterlogged during a hurricane on the 24th December, in lat. 43, long. 50. All hands, except the mate—a Mr. Doane, of Little River, Yarmouth Co.—were washed off and drowned. After clinging to the wreck for six days, Mr. D. was rescued by a passing vessel. The "Tusket" was owned by Frederick White and others. Insured £300 in the "Marine" office.

1854.

Barque Nova Scotian, 628 tons, Ebenezer Trefry master, from Boston for St. John, N. B., in ballast, went ashore during a thick fog, on "Long Murr Ledge," near Gannet Light, Grand Manan, on the 13th June, and became a total loss. Crew saved. Owned by Thomas Killam and others. Insured £900 in the "Marine" office.

Barque Mary, 416 tons, Amos Scott master, from Liverpool, G. B., for Boston, struck the ice on the 15th February, in lat. 37.30 N., long. 48 W., and sank. The captain, his wife, and crew scarcely had time to save themselves in the boat. They were exposed to the weather in an open boat for five days, with a very small allowance of provisions. On the 20th they were fallen in with by the Brig "Caroline Schenck," taken on board, and landed at St. John's, N. F. One of the crew died in the boat. Owned by Thomas Killam & Co. Vessel and cargo insured £900 in the "Marine" office.

Brig Tusket, 834 tons, Thomas Coward master, from Bathurst, N. B., for Belfast, Ireland, with a cargo of deals, was wrecked on the N. W. side of Miscou Island, entrance of Bay Chaleur, on the 21st August. Crew, cargo and materials saved. Owned by E. W. B. Moody and Thomas Stowe. Insured £1650. Freight insured £900 sterling.

Brig Lydia, 317 tons, Robert Kirk master, from Providence, R. I., for St. John, N. B., in ballast, ran ashore on the 24th November, whilst endeavoring to make a harbox

at Brier Island, N. S., and became a total wreck. Crew and materials saved. Owned by Thomas Allen. Vessel partially insured.

Brigantine Eureka, 219 tons, John P. Morehouse master, from Ardrossan for Boston, with a cargo of pig iron, was dismasted on the 25th October, in lat. 47.10, long. 42.30, and abandoned in a sinking condition, in lat. 46, long. 36. Crew taken off by Ship "Athalic," and landed at France. Vessel on first voyage. Owned by A. C. Robbins and others. Insured £2000 in the "Marine" office. Cargo insured \$6000.

Brigantine LIBERAL. 150 tons, Job Blauvelt master, from Tusket for the West Indies, with a cargo of lumber, struck on the "Bocases," near Trinidad, in August, and became a total loss. Crew saved. Owned by William, Jacob and John Hatfield, Tusket.

Brigantine JULIET, 114 tons, Edmund Hilton master, from Boston for Liverpool, N. S., in ballast, was wrecked at the Ragged Islands, on the 21st February. Crew saved. Owned by Nathan Weston. Insured £500 in the "Marine" office.

Brigantine Samuel Campbell, 87 tons, Horace B. Porter master and part owner, from St. Christopher, W. I., for Boston, with a cargo of salt, struck on Cohasset Rocks, Cape Cod, on the 20th December: The light house had been destroyed a short time previously, and a light boat with two lights had been temporarily placed there, which led the Captain astray. The vessel subsequently backed off and was taken into Scituate, where she was condemned. Crew saved. Cargo saved in a damaged condition. Vessel and cargo insured £500 in the "Marine" office.

Schooner Acadian Lass, 58 tons, Charles W. Murphy master, sailed from St. Kitt's, about the 10th October, for Boston, with a cargo of salt, and was not afterwards heard of. James Lewis was first mate. Owned by Enos Gardner and others, Tusket. Insured £350 in the "Marine" office.

Schooner Zetland, 51 tons, John R. Hilton master, from Yarmouth for Halifax, in ballast, was wrecked at "Pennant Point," near Sambro, N. S. Crew saved. Owned by Thos. Killam. Insured £200 in the "Marine" office.

1855.

Barque Investigator, 853 tons, George Clements master, sailed from Greenock for New York, on the 9th January, and sprang a leak on the 18th, and as the ship was gradually filling with water, despite the most strenuous exertions of the crew to keep her free, was abandoned on the 19th. The crew were taken on board the Barque "Rectitude," from St. John, N. B., for Dundee, which kept near the wreck till the 20th, when the "Investigator" sank in lat. 47, long. 87. Owned by Thomas Killam and others. Insured £1000 in the "Marine" office.

Barque Mentor, 533 tons, John Lovitt master, from Boston for Savannah, in ballast, was wrecked whilst entering the harbor of the latter port in November. Crew saved. Owned by John W. Lovitt. Insured £2000 in the "Marine" office.

Barque ELIZA, 458 tons, Edward C. Durkee master, from St. John, N. B., for Glasgow, with a cargo of timber and deals, ran ashore at Islay, off the West coast of Scotland, and became a total loss. Crew saved. Owned by Thomas Allen. Vessel and freight insured £1700 in the "Marine" office.

Barque Arcyle, 408 tons, James Burton master, sailed from Glasgow for New York, on Christmas Day, 1854, with a cargo of iron, and was wrecked at Squam Beach, near Sandy Hook, on the 28th January. All hands perished but one. For particulars see narrative. Owned by E. W. B. and J. W. Moody. Vessel and freight insured £2000 in the "Marine" office.

Brig Elizabeth, 338 tons, Amos Scott master, from

Ardrossan for Boston, with a cargo of iron, went ashore at Scituate, Cape Cod, on the 19th January, and became a total loss. Crew and materials saved. Vessel on first voyage. Owned by Thomas Killam and others. Insured £900 in the "Marine" office.

Brig Messenger, 324 tons, Howard VanNorden master, from Glasgow for Boston, with a cargo of iron, was struck by a squall in lat. 55, long. 45, on the 23rd November, which rendered the vessel completely unmanageable and leaking badly. Three men were washed overboard and drowned. Remainder of crew taken off by American Ship "Adriana" and landed at New York. Owned by John W. Lovitt. Insured £1000 in the "Marine" office.

Brig Masonic, 231 tons, Henry Heckman master and owner, was wrecked at Bonavista Bay, N. F., in February. Crew saved.

Brig Clare, 210 tons, Abram Pinkney master, from Savannah, Ga., for Dumfries, Scotland, with a cargo of pitch pine lumber, ran ashore at the latter port in August, and became a total wreck. Crew saved. Owned by Thos. Killam & Co. Insured £600 in the "Marine" office.

Brigantine Bloomer, 110 tons, — Thorburn master, with a cargo of mackerel, was wrecked at Lovell's Island, near the entrance of Boston harbor, during a thick snow storm, on the 26th January. Crew and cargo saved. Owned by Thomas Allen and others.

Schooner Charles, 89 tons, Hallett Crowell master, sailed from St. Thomas on the 1st June for Turk's Island, in ballast, and at 10 o'clock on the same night, in a squall, struck "Sail Rock," in Virgin Passage, and immediately sank. The crew jumped into the boat, which, owing to the violence of the surf, instantly filled and sank. With the exception of the cook, Perry, (who was drowned,) they succeeded in gaining the vessel's rigging, from which they managed to get on the rock. This rock rises almost per-

pendicularly about 120 feet out of water, and they had to scramble up its sides 90 feet before they could find a resting place. Here they remained from Friday night till Sunday forenoon, without any nourishment, except wild 'fowls' eggs. They were taken off by a boat which came from the Island in quest of eggs. The "Charles" had a quantity of specie on board, but she sank so suddenly that the crew had barely time to escape with only the clothes they had on. The cook was a son of Mr. Leonard Perry, of Chebogue. Owned by James B. Moody. Insured £450 in the "Marine" office.

Schooner Armenia, 89 tons, Thomas Gayton master, was destroyed by fire, whilst at anchor off Roberts' Island, Argyle, on the 26th October. No one was on board at the time of the discovery of the fire. Part of the materials saved. Owned by James Goodwin and others. Insured £600 in the "Marine" office.

Schooner Active, 83 tons, — Baker master, from St. Thomas for Yarmouth, in ballast, was dismasted and waterlogged during a heavy gale on the 4th March, in lat. 36.05, long. 61. Crew abandoned her on the 6th, and were taken on board Ship "China." and landed at Havre, France. Owned by Gilbert Sanderson. Insured £500 in the "Marine" office.

Schooner Yarmouth Packet, 52 tons, William Pennell master, from Yarmouth for Belfast, Ireland, with a cargo of deals, was abandoned at sea, on the 20th September, in a disabled condition. Crew taken off by Schr. "Agate," Roberts, and landed at Provincetown, Mass. Owned by N. K. Clements.

Schooner Vulcan, 39 tons, Enoch Stanwood master, from Boston for Yarmouth, with a general cargo, misstayed, capsized and was driven ashore at "Thrum Cap," Yarmouth Sound, in November, and became a total loss. The crew remained in the rigging till low water, when they walked

ashore. One man, Joseph Porter, was so badly chilled by exposure that he died shortly after being carried ashore. Owned by Moody, Brown & Co.

Schooner Bee, 34 tons, — Beaton master, from Yarmouth, was wrecked at Bay Chaleur. Crew saved.* Owned by J. V. N. Hatfield, Tusket. No insurance.

Schooner Mary Ann, 26 tons, John Manning master and owner, was wrecked this year. Crew saved. Insured £55 in the "Marine" office.

Schooner Rosalle, 25 tons, Nathan Weston master and owner, was driven ashore during a gale, in the Tusket River, in November, and became a total wreck. Crew saved.

1856.

Barque Sophia, 532 tons, Lyman E. Cann master, from Trapani, Sicily, for Boston, with a cargo of salt, collided with the Ship "Harvest Queen," of Bath, in lat. 43.10, long. 50, during thick weather, on the 8th June, and sank in fifteen minutes. The crew got on board the Ship and were landed at New York, on the 7th July. Owned by Samuel Killam. No insurance.

Brig John G. Hall, 275 tons, Edward S. Perry master, from Ardrossan for Corfu, Ionian Islands, with a cargo of coals, struck on a sunken rock in Canskay Bay, five miles West of Sanda, Scotland, on the night of the 14th February, and became a total wreck. The night had been dark and foggy, but as they had been steering the proper course the accident can only be accounted for by some variation of the compass or tidal current. The vessel struck about 300 yards from shore. The crew and part of materials saved. Owned by Thomas Dane and others. Insured £1000 in the Amarine office.

Brig Annie Laurie, 258 tons, Francis G. Cook master, from St. John, N. B., for Cork, with a cargo of deals, went ashore near Petite Passage, N. S., on the night of the 26th

December, and became a total loss. Crew and part of materials saved. Vessel launched in July; this being her second voyage. Owned by Joseph Stoneman and others. Insured £1500 in the "Marine" office, and £1000 in New Brunswick. No insurance on freight.

Brig Indus, 236 tons, — Rodney master, from Troon for Yarmouth, with a cargo of coals, was dismasted and waterlogged during a gale on the 14th October, in lat. 57, long. 17, and abandoned. Crew rescued by Brig "Tally-Ho," and landed at Boston. Owned by Nathan Utley and others. Insured £1360 on vessel and cargo in the "Marine" office.

Brig Arabella, 190 tons, Caleb Larkin master, sailed from La Have, N. S., for the West Indies, about the 1st September, with a cargo of lumber, and was not afterwards heard of. Owned by Walter Larkin, Pubnico.

Schooner Louis A. Surette, 65 tons, Octave Surette master, from Boston for Eel Brook, Yarmouth Co., with a cargo of flour, ran ashore at Cranberry Head, during a snow storm, at 5 a. m., of the 26th December, and went to pieces. The boat was got out but immediately sank. The masts were cut away, and the passengers and three of the crew succeeded in reaching the shore, though with great difficulty. The Captain and Luke Surette were drowned. Owned by Peter Surette and others, Eel Brook. Insured \$1300 in Boston.

Schooner Margaret, 61 tons, Obed Smith master, from Yarmouth for St. John, N. B., with a cargo of fish and beef, drifted ashore from her anchorage, at Lapstone Cove, Brier Island, N. S., on the 10th June, and became a total wreck. The crew landed with difficulty. The cargo was nearly all lost, but was insured. Vessel uninsured. Owned by Moody, Brown & Co.

Schooner Sisters, 48 tons, Robert Haley master, from Yarmouth for Joggins Mines, N. S., in ballast, went ashore

whilst beating out of Yarmouth Sound, at Thrum Cap, on the 11th April, and went to pieces. Crew saved. The vessel had been purchased only a day or two previously by Samuel Brown, George S. Brown and the master. No insurance.

Schooner Mary, 45 tons, James Nickerson master and part owner, sailed from Argyle for Boston on the 16th April, with a cargo of wood, and was thrown on her beam ends, on the 21st, by a violent squall, off Baker's Island, and one of the crew, named Charles Nickerson, washed overboard and drowned. The Captain and two men lashed themselves in the rigging, where, exposed to the fury of the sea for twelve hours, the Captain and one of the men, named Aaron Boyd, expired. The only survivor, named Samuel Allen, remained lashed in the rigging, between the dead bodies of his companions for sixteen hours, with the seas continually breaking over him, when he was rescued by a lobster boat and landed at Salem, Mass. Vessel owned at Argyle. Insured £120 in the "Marine" office.

Schooner Lady Anne, 40 tons, Benjamin D. Robbins master, from Shelburne for Yarmouth, in ballast, was wrecked at the Big Tusket Island, on the 24th December. Crew saved. Owned by Amos H. Scott. No insurance.

Schooner FRIENDSHIP, 36 tons, Obed Smith master and owner, from St. John, N. B., for Tusket, N. S., with a cargo of lime, was driven ashore at Tusket Islands in October and became a total wreck. Crew saved. No insurance.

1857.

Barque Tuscarora, 638 tons, James Cain master, from St. John, N. B, for Dublin, with a cargo of deals and timber, was wrecked at Digby Neck, N. S., in March. Crew saved. Owned by John W. Lovitt and others. Insured £1400 in the "Marine" office.

Barque May, 484 tons, Richard Pitman master, from

Ardrossan for Providence, R. I., with a cargo of iron, sprang a leak and was abandoned at sea. Crew saved. Owned by Allen & Brown.

Brig CHARLES McLAUCHLAN, 236 tons, — Healey master, from St. John, N. B., for Cardiff, with a cargo of deals, was lost in the Bristol Channel in November. Crew saved. Owned by John W. Lovitt and others. Vessel and freight insured £1000 in the "Marine" office.

Brigantine Cornucopia, 126 tons, Holland Foote master, from Newport, Wales, for the West Indies, with a cargo of coals, was abandoned at sea in a sinking state in October. Crew saved. Owned by Amos B. Brown. Insured £1500 in the "Marine" office.

Schooner GYPSY BRIDE, 33 tons, Herbert Hines master, from Halifax for Cornwallis, N. S., with a general cargo, was abandoned in the Bay of Fundy, in November. Crew landed at Cranberry Head. Owned by P. D. Surette and others. No insurance.

Schooner Zebra, 32 tons, —— Nickerson master, with a cargo of apples and potatoes, whilst lying at anchor off Quaco, N. B., during a heavy gale on the 22nd December, came in contact with the Schr. "Sterling," Capt. Stoddart, of Hantsport, N. S. The "Zebra," being so badly damaged and in a sinking condition, was abandoned by her crew, who got on board the "Sterling," in safety, and were landed at Boston. Shortly after her abandonment, the "Zebra" broke loose and went on shore at Quaco, where she became a total loss, together with the cargo. Owned by D'Entremont and Amirault, Pubnico.

· 1858.

Barque Eclipse, 946 tons, George A. Baker master, sailed from Newport, Wales, on the 1st January, for Madras, India, with a cargo of coals, and was dismasted in a gale on the 12th, and drifted ashore at the Shetland Islands, where she became a total wreck. Crew saved. Owned by Thomas Allen.

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Barque Actress, 586 tons, Freeman Hopkirk master, from Liverpool, G. B., for Savannah, in ballast, was wrecked near the latter port in March. Crew saved. Owned by John W. Lovitt and others. Insured £2000 in the "Marine" office.

Barque Amelia, 473 tons, Wallace Flint master, sailed from Savannah, in December, for Liverpool, G. B., with a cargo of pitch pine timber, and was not afterwards heard of. Owned by Samuel Killam. No insurance.

Barque Atalanta, 374 tons, G. Nath'l Churchill master, sailed from St. John, N. B., on the 7th September, for Bristol Channel, with a cargo of deals and timber. On the 10th the vessel sprang a leak, and as the water gained rapidly, the Captain bore up for Yarmouth, and arrived on the 11th. After repairing at Clements' Wharf, she again proceeded on her voyage on the 7th October, but the wind being ahead, was anchored in the channel of the harbor, where she remained until the 9th, on which day at low water (the ship being aground near the edge of the flats) she was run into by the Brigt. "Peerless," Capt. John R. Hilton, and so badly damaged that she was condemned. Owned by Wm. Robertson, Joseph Shaw and others. Insured £600 in the "Marine" office.

Brig Competitor, 222 tons, Samuel Flint master, from Yarmouth for St. John, N. B., in ballast, ran ashore during a thick fog on the South East point of Grand Manan, and became a total wreck. Crew and materials saved. Owned by Thomas Killam and others. Insured £150 in the "Marine" office.

Brig Challenge, 195 tons, William Utley master, sailed from Ardrossan on the 16th September, for Yarmouth, with a cargo of general merchandize. On the 26th October they encountered a tremendous gale, during which the bowsprit was carried away. Two men were washed overboard whilst endeavouring to clear the wreck, and drowned.

On the 27th the wind increased to a hurricane, the vessel became dismasted, the seas breaking completely over her and washing everything movable from the deck. The second mate was killed by one of the falling spars. Two boats were also smashed and rendered unfit for use. The rest of the crew remained on the wreck until the 31st, (without any water except what they procured from salt water by steam, being half a gill for each person during 24 hours,) when they were taken off by Schr. "John Duffus," and arrived at Newfoundland on the 13th November. Owned by Samuel Killam. No insurance on vessel. Cargo insured.

Brigantine HERBERT HUNTINGTON, 380 tons, Abram Pinkney master, from the West Indies for the United States, with a cargo of salt, was wrecked at Turk's Island. Crew saved. Owned by George H. Redding and others. Insured £1500 in the "Marine" and \$4000 in the "Acadian" offices.

Brigantine Alma, 226 tons, James F. Raymond master, from St. Domingo for Boston, ran ashore at Mariguana, Bahama Islands, and became a total loss. Crew saved. Owned by A. C. Robbins and others. Insured £1200 in the "Marine" office.

Brigantine Hibernia, 161 tons, Webster Blauvelt master, from New York for St. Thomas, with a general cargo, was wrecked at Barbuda Island in October. Crew saved. Owned by Nathaniel Churchill and John Murphy, Tusket.

Brigantine Neptune, 81 tons, William Clements master, from Halifax for Newfoundland, with a cargo of provisions, was wrecked on the coast of Newfoundland in March. Crew saved. Owned by Benj. Ellenwood & Co. Insured £600 in the "Marine" office.

1859.

Barque El Dorado, 638 tons, Samuel J. Hatfield master, from Caldera, Chili, for Hamburg, with a cargo of

copperas and silver ore, was wrecked on the Terschelling Banks on the 6th March. Crew saved, but the Pilot (an Englishman) was drowned. Owned by Thomas Allen and the master. Insured £1500 in the "Marine" office.

Barque SYPHAX, 583 tons, Ansel Crosby master, from Glasgow for New York, with a cargo of iron, was abandoned on the 8th October, in lat. 41, long. 60, in a sinking condition. Crew saved. Owned by John K. and Samuel M. Ryerson and W. K. Dudman. Partially insured in Boston.

Brig RAYMOND, 394 tons, Benjamin Raymond master, from Richibucto for England, with a cargo of timber, went ashore on the North Reef, off Prince Edward Island, on the 30th June, and became a total wreck. Crew and materials saved. Owned by A. C. Robbins and others. Insured £1400 in the "Marine," and \$5500 in the "Acadian" offices.

Brig Gold Hunter, 295 tons, Thomas Allen master, from Port Medway for the West Indies, with a cargo of lumber, put into Antigua on the 10th November, dismasted, and was condemned and sold. Owned by G. Sanderson, Wm. Rogers and others. Insured £900 in the "Marine" and \$2500 in the "Acadian" offices.

Brig Victor, 232 tons, Richard Fletcher master, from Ardrossan for Providence, R. I., with a cargo of iron, was driven ashore at Ardrossan in October and became a total wreck. Crew saved. Owned by Thomas Dane and others.

Brig Mary, 221 tons, Simeon Gardner master, from Newport, Wales, for Martinique, with a cargo of coals, was abandoned on the 25th November, in lat. 43, long. 13, her cargo having caught fire from spontaneous combustion. Crew were taken off by Ship "Admiral" and landed at Savannah. Owned by Wm. Rogers and others. Insured £1500 in the "Marine" office.

Brigantine PEERLESS, 277 tons, John R. Hilton master, from St. John, N. B., for Cork, with a cargo of deals, was

abandoned on the 20th November, in lat. 48, long. 42. Crew were taken off and landed at Portsmouth on the 4th December. Owned by George Killam and the master. Insured £1200 in the "Marine" office.

Brigantine ELIZABETH MARY, 136 tons, Samuel C. Porter master, was lost at the "Bocases," Trinidad, in March. Crew saved. Owned by Joseph Porter, Wm. Churchill, S. M. Ryerson and the master. Insured £800 in the "Marine" office.

Brigantine Helen Marr, 195 tons, Charles Canu master and principal owner, from New York for Cienfuegos, was wrecked at "Cape Brea," off Trinidad. Crew saved. Insured \$3000 in the "Acadian" office.

Brigantine Francis Dane, 123 tons, Thomas Allen master, from Boston for Yarmouth, with a general cargo, ran ashore at Chebogue Point, on the morning of the 18th June, and became a total wreck. Crew and passengers saved. A portion of the cargo saved in a damaged condition. Owned by Gilbert Sanderson. Insured £500 in the "Marine" and \$1300 in the "Acadian" offices.

Brigantine F. P. Ladd, 96 tons, Theodore Bonafant master, sailed from St. Christopher, W. I., for Turk's Island, on the 12th November, in ballast, and was not afterwards heard of. Owned by Horace B. Porter, Victor White and others. Insured £500 in the "Marine" office.

Schooner Howard Putnam, 121 tons, Stayley Dane master, ran ashore at "St. Modeste," Labrador, on the 19th September, and became a total wreck. Crew and cargo saved. Owned by W. K. Dudman and others. Vessel and cargo insured £300 in the "Marine" and \$1200 in the "Acadian" offices.

Schooner Jane, 74 tons, William Montgomery master, sailed from Yarmouth for Porto Rico, in March, with a cargo of fish, and was not afterwards heard of. Owned by Thomas Killam. Insured £800 in the "Marine" office.

Schooner Legate, 65 tons, from Ragged Islands for the West Indies, was abandoned at sea in December. Crew saved. Owned by D'Entremonts and D'Eons, Pubnico.

Schooner John Bull, 62 tons, James Smith master, from Clare, N. S., for Boston, with a cargo of wood and fish, was run into by the Schr. "John P. Ober," of Gloucester, Mass., a short distance from Cape Ann, during the night of September 19th, and so badly damaged that she was abandoned. The passengers and crew got on board the "John P. Ober" and were taken to Boston. The "John Bull" drifted on shore at Thatcher's Island, and became a total wreck. Owned by B. Ellenwood. No insurance.

Schooner Eolus, 40 tons, —— Florian master, from Newfoundland for Yarmouth, with a cargo of fish, struck on La Have Ledges during the night of 21st December, and became a total wreck. Crew saved. Owned by Robert Brown. Vessel and freight insured £300 in the "Marine" office.

Schooner Evangeline, 21 tons, Peter Surette master and owner, from Yarmouth for Magdalen Islands, was lost at the Gut of Canso, in July. Crew saved. Insured £230 in the "Marine" office.

1860.

Brig Eugenie, 37 tons, Alfred VanNorden master, from St. John, N. B., for Kingstown, Ireland, went ashore on Long Island, N. S., on the 12th July, and became a total wreck. Crew saved. Materials and stores saved in good condition. Owned by E. W. B. Moody and others.

Brig Sabrina, 277 tons, — Francis master, sailed from New York for Queenstown, Ireland, in November, with a cargo of grain, and was not afterwards heard of. Owned by Amasa Durkee and others. Insured \$6000 in the "Acadian" office. Freight insured £500 in the "Marine" office.

Brig LUCINDA, 190 tons, Howard VanNorden master, ran ashore on one of the Bahama Islands on the 25th April, and became a total wreck. Crew, materials and part of cargo saved. Owned by Robert Brown and others. Insured £200 in the "Marine" and \$5,200 in the "Acadian" offices.

Brig CASCADE, 189 tons, John T. Williams master, from Aspinwall for Laguna, Gulf of Mexico, in ballast, was driven ashore at the latter port, on the 17th October, and became a total wreck. Crew and materials saved. Owned by A. C. Robbins and others. Insured £1,000 in the "Marine" office.

Brigantine Lizzie Gardner, 118 tons, Simeon Gardner master, from Tusket, N. S., while discharging cargo at St. John's, Antigua, about the 1st September, was capsized during a squall and sank. The materials and balance of cargo on board were saved, and with the hull were sold at auction. Vessel on her first voyage. Owned by N. & E.. Gardner and the master. Insured \$4,500 in the "Acadian" office. Freight insured in the "Marine" office.

Brigantine Ocean Belle, 112 tons, Robbins Corning master, from Santa Cruz for Boston, with a cargo of mahogany and molasses, went ashore during a S.E. snow storm, on Gardner's Island, Long Island Sound, on the 18th February, and became a total wreck. Crew saved with difficulty. Owned by A. C. Robbins and others. Insured \$2,500 in the "Marine," and \$2,125 in the "Acadian" offices.

Brigantine ODESSA, 98 tons, Charles W. Clements master, from New York for Fortune Bay, Newfoundland, with a cargo of salt, was wrecked at St. Pierre, Miquelon, on the 20th January. Crew saved. Owned by N. K. Clements and the master. Insured \$1,000 in the "Marrine," and \$875 in the "Acadian" offices.

Schooner E. W. GREENWOOD, 70 tons, Charles W...

Clements master, struck a sand reef near Harbor L'Herbert, Magdalen Islands, on the 16th May, during thick weather, and became a total wreck. Crew and part of materials saved. Owned by N. K. Clements and the master. Insured \$600 in the "Marine" office.

Schooner Mary, 66 tons, George Allen master, from St. Martin for Boston, with a cargo of salt, was abandoned on the 12th November, in lat. 25, long. 68. The Captain and one seaman died from exposure. Mate and two seamen were taken off in a helpless condition by American Schr. "Searsville," and landed at Holmes' Hole. Owned by Ira Raymond & Co. Insured \$1,900 in the "Acadian" office.

Schooner Emblem, 56 tons, John Manning master and owner, from Yarmouth for Parrsboro, N. S., with a cargo of bricks, foundered in the Bay of Fundy, in August. Crew saved. Insured £200 in the "Marine" office.

Schooner PRINCE ALBERT, 48 tons, Benjamin Doane master, with a cargo of fish, was wrecked at Labrador. Crew saved. Owned by Joseph B. Stoneman. Insured £125 in the "Marine" office.

Schooner VICTORIA, 41 tons, John Smith, Junr., master, sailed from Yarmouth in April, with a cargo of salt, and was wrecked at the Magdalen Islands, on the 10th May. Crew saved. Owned by John Smith. Insured £150 in the "Marine" office.

Schooner Hatfield, 35 tons, Andrew Van Buskirk master, sailed from Tusket, N. S., in December for Barbadoes, with a cargo of alewives and lumber, and was not afterwards heard of. Vessel on her first voyage. Her crew consisted of the following persons:—George Kelley, mate; Henry McDonald, cook; and John Burrell, seaman. Owned by Isaac S. Hatfield. Insured \$625 in the "Marine" office.

1861.

Barque A. & J. Fulton, 605 tons, Alexander Lovitt master, from Boston for St. John, N. B., in ballast, was

wrecked at Plummer's Island, Penobscot Bay, Me., on the 29th January. Crew saved. Owned by Wm. Robertson and others. Insured \$6,500 in the "Acadian" and \$2,000 in a Boston office.

Barque W. H. Jenkins, 526 tons, George N. Churchill master, from Ardrossan for Boston, with a cargo of pig iron, while attempting to run into Portland, Me., harbor, on the 13th February, went ashore on Barry's Island, and became a total loss. Crew saved. Owned by Wm. Robertson, Jos. B. Lovitt, and W. H. Jenkins. Insured £700 in the "Marine," and \$4,000 in the "Acadian" offices. Freight insured \$1,600 in the "Acadian" office.

Brigantine S. P. Musson, 212 tons, — Vickery master, from St. John, N. B., for Queenstown, with a cargo of deals, struck on the West side of Brier Island, N. S., on the 4th August, and became a total loss. Crew saved by crawling to the shore over the drifting cargo. Owned by B. Ellenwood, Dennis Crosby and L. Robbins. Insured \$5,000 in the "Marine" office.

Schooner Salem, 77 tons, Gilbert C. Haley master, from Aux Cayes for Halifax, with a cargo of logwood, was wrecked at Nassau, New Providence, in May. Crew saved. Owned by John Ryder. Insured \$750 in the "Acadian" office. Cargo insured \$450 in the "Marine" office.

Schooner Fannie Stewart, 70 tons, Charles Utley master, from Sydney, C. B., for Liverpool, N. S., with a cargo of coals, went ashore at "White Point," near the latter port, during a dense fog, on the 9th July, and became a total loss. Crew and part of materials saved. Owned by John Clune. Insured \$750 in the "Acadian." office. The cargo was owned by William B. Cobb, Liverpool, and was insured.

Packet Schooner Melrose, 69 tons, Enos Cook master and principal owner, sailed from Yarmouth for Boston, on the 28th October, and was not afterwards heard of. For particulars see narrative.

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Schooner Eugenie, 60 tons, John R. Hilton master, from Yarmouth for Newfoundland, with a cargo of lumber, struck on a Ledge, off "White Islands," on the 29th October, and became a total loss. Crew saved. Owned by Ryerson, Moses & Co. Insured £250 in the "Marine" office.

Schooner Bounding Billow, 47 tons, James Byrne master, sailed from Ponce, P. R., on the 1st March, for Yarmouth, with a cargo of sugar and molasses, and was run into twenty-four miles S.E. of Nantucket by Barque "Laura Russ," of Belfast, Maine, during a thick snow storm on the 18th, carrying away her masts and bowsprit, and staving in her bows, so that she rapidly filled with water. The crew got on board the Barque safely and were landed at Havana. Owned by Charles Killam. No insurance.

Schooner Ademma, 46 tons, Moses Morrill master, from St. Stephen, N. B., for Yarmouth, with a cargo of lumber, lost her bowsprit and was disabled in the storm of the 11th November, was driven ashore at Chegoggin Point, and became a total wreck. Crew and cargo saved. Owned by Ryerson, Moses & Co.

Schooner Ellen, 40 tons, — Whitman master, from Yarmouth for the Magdalen Islands, was wrecked at Canso, N. S. Crew saved. Owned by D. Stanwood. Insured \$400 in the "Commercial" office. Cargo insured \$200 in the same office.

Schooner Harmony, 38 tons, James M. Davis master, from Yarmouth for Key West, with a cargo of pickled fish, was captured by an American cruiser, off Cape Hatteras, and taken to Philadelphia as a prize. Crew were released. Owned by Georga S. Brown and William Weddleton.

Schooner Unity, 26 tons, John Tooker master and owner, plying between Mahone Bay and the "Ovens" Gold Mines, N. S., was wrecked in October. Crew saved. Insured \$300 in the "Marine" office.

1862.

Barque Cameo, 707 tons, Robert Kirk master, sailed from Liverpool, G. B., on the 6th July for Miramichi, in ballast. On the 18th August, the vessel struck a Reef off the N.W. point of Entry Island, (one of the Magdalen Islands,) during a heavy gale and thick fog, and became a total loss. Crew and materials saved. Owned by William Robertson, Joseph B. Lovitt and others. Insured \$5,500 in the "Acadian," and \$6,000 in the "Commercial" offices.

Barque Wapella, 544 tons, Bartholomew Tabell master, sailed from Leith, Scotland, on the 2nd March, for St. John, N. B., with a cargo of coals, and struck on Trinity Ledges, Bay of Fundy, during a thick snow storm on the 11th April, and became a total wreck. Crew landed in two boats; one at Cranberry Head, the other at Yarmouth Light House. Materials saved. Owned by C. & G. W. Tooker. Insured \$3,500 in the "Marine," and \$5,500 in the "Acadian" offices.

Barque George Bradford, 505 tons, Raymond Robbins master, sailed from Cardiff, Wales, for Halifax, N. S., with a cargo of coals, and was not afterwards heard of. Wellington C. Robbins (brother of the Captain,) was among her crew. Owned by W. K. Dudman, Samuel Brown and others. Vessel and cargo insured \$5,000 in "Marine;" \$6,000 in "Commercial," and \$3,200 in the "Acadian" offices.

Barque Harriet Cann, 464 tons, Thomas Chipman master, from New York for Gloucester, England, was totally wrecked near Swansea, G. B., on the 10th January. Crew saved. Owned by Lyman Cann and Sons. Insured \$1,200 in "Commercial," and \$1,600 in "Acadian" offices.

Barque Rival, 448 tons, Nelson Hammond, Junr., master, sailed from St. John, N. B., in February, for Dublin, Ireland, with a cargo of deals, and was not afterwards heard of. Owned by Amasa Durkee and others. Insured \$2,000

in "Marine," and \$5,000 in "Acadian" offices. Freight insured \$1,000 in "Commercial."

Barque Jane Lovitt, 447 tons, Jacob Utley master, from St. John, N. B., for Cork, with a cargo of deals, ran on Sable Island, on the 1st August, and became a total wreck. Crew saved. Owned by J. S. and J. K. Hatfield, and the master. Insured \$5,000 in "Commercial" office. Freight insured in St. John.

Barque W. B. Dean, 343 tons, —— Lord master, from New York for Ross, Ireland, with a cargo of grain, was abandoned in lat. 47.40, long. 31.50, on the 20th February. One man was lost. Remainder rescued by Ship "Southampton," and landed at Philadelphia. Owned by Amasa Durkee and Benj. Hilton. Insured \$6,000 in "Acadian" and \$3,200 in "Commercial." Freight insured \$2,000 in "Marine" and \$5,200 in "Acadian" offices.

Barque John Clemens, 283 tons, Harvey Cann, Junr., master, from Liverpool, G. B., for Cardenas, Cuba, was totally lost with her cargo near the latter port, on the 16th April. Crew saved. Owned by George S. Brown and others. Insured \$6,000 in "Commercial" and \$6,000 in "Acadian."

Brig Lois, 350 tons, Amos D. Healey master, from Galway for New York, was wrecked at Southampton, Long Island, N. Y., in January. Crew saved. Owned by Nathan Moses and John K. Ryerson. Insured \$6,000 in the "Marine" office.

Brig Samuel Killam, 174 tons, John Cann master, sailed from New York on the 31st December, for Cork, with a cargo of grain, and was abandoned at sea on the 4th January, 1862. Crew taken off by Brigt. "W. Padmore," of Yarmouth, (afterwards abandoned,) and landed at Halifax. Owned by Wm. H. Townsend.

Brigantine Exemplas, 204 tons, Thomas Perry master, from St. John's, N. F., for Cow Bay, C. B., in ballast, was

wrecked at the latter port. Crew saved. Owned by N. K. Clements, John D. Kelley and others. Insured \$1,000 in the "Marine" office.

Brigantine Planet, 181 tons, James G. Smith master, sailed from the West Indies on the 3rd February, for Cork, with a cargo of sugar, put into Barbadoes disabled on the 24th March and was condemned. Owned by C. & G. W. Tooker. Insured \$8,500 in the "Acadian." Freight insured \$9,200 in the same office.

Brigantine VILLAGE BELLE, 171 tons, Ebenezer Scott master, from Clyde River, N. S., for Trinidad, with a cargo of lumber, was dismasted in a heavy gale and abandoned on the 1st January, in lat. 38.50, long. 51.10. Crew taken off by the "Tropic," Norvell, and landed at Havre. Owned by Thomas Killam & Co. and others. Insured \$3,600 in the "Marine" office.

Brigantine Avon, 162 tons, James Hopkirk master, from New York for Cardenas, mistook the lights on the Cuban coast, and went ashore on the 2nd August, fifteen miles to windward of Cardenas, and became a total wreck. Crew, cargo and materials saved. Owned by Wm. Rogers, W. E. Trefry and Henry Lewis. Insured \$4,800 in the "Acadian." Freight insured \$1,750 in the same office.

Brigantine Cecile, 156 tons, Israel Hilton master, from St. John's, N. F., for Cow Bay, in ballast, was driven ashore during a snow storm at Cow Bay Bar, in December, and became a total loss. Crew saved. Owned by N. K. Clements.

Brigantine W. Padmore, 116 tons, David A. Saunders master, sailed from New York on the 31st December, 1861, for Leghorn, with a cargo of alcohol and staves. On the 2nd January, 1862, they encountered very severe weather, everything movable on deck being swept overboard, and sails and wheel damaged. On the 3rd the vessel was thrown on her beam ends, and the foremast was cut away.

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to right ber. On the 4th a staysail and signal of distress were hoisted on the mainmast, the vessel labouring very heavily and shipping large quantities of water. During the morning a sail hove in sight, having a signal of distress flying also, which proved to be the Brig "Samuel Killam," of Yarmouth, with her foremast gone and leaking badly. The Captain and crew of the "Samuel Killam" abandoned their vessel and came on board the "Padmore." On the 5th, in lat. 38, long. 65, the Steamer "Merlin," bound to Halifax, hove in sight and bore down to them, when all were safely transferred to the Steamer and landed at the latter port. The "W. Padmore" was owned by Horace B. Porter and others. Insured \$3,600 in the "Commercial" office.

Brigantine H. D. Ruggles, 103 tons, C. A. Cann master, from Philadelphia for Martinique, with a general cargo, was dismasted on the 17th September, during a heavy gale, and abandoned to the Southward of Bermuda on the 16th October. Crew saved and landed at New York. Owned by Jas. A. Sterritt. Insured \$3,500 in the "Marine" office.

Brigantine Renfrew, 90 tons, John R. Hilton master, sailed from St. Thomas for Yarmouth on the 17th February, and was dismasted during a heavy gale and abandoned. Crew saved and landed at Halifax. Owned by Ryerson, Moses & Co. Vessel and cargo insured \$3,850 in the "Acadian" office.

Schooner CORONET, 103 tons, James A. Purdy master, sailed from Yarmouth for the West Indies, in February, with a cargo of fish, and was not afterwards heard of. Owned by Joseph Stoneman.

Schooner Wedge, 78 tons, Matthew Stanwood master, from Yarmouth for the Magdalen Islands, went ashore at Isaac's Harbor, Guysboro, N. S., on the 23rd August, and became a total loss. Crew and materials saved. Owned by C. & G. W. Tooker. Insured \$1,600 in the "Acadian" office.

Schooner John Moody, 74 tons, Stephen Eldridge master, sailed from Turk's Island for Yarmouth, in January or February, with a cargo of salt, and was not afterwards heard of. Her crew consisted of—Robert McKinnon, mate; Loran McKinnon, Charles McKinnon and Charles VanHorn. Owned by W. H. Moody and others. Vessel and cargo insured \$3,000 in the "Marine" office.

Schooner J. P. ROLES, 74 tons, Thomas Allen master, from New York for St. Thomas, with an assorted cargo, ran on the Reef at the West end of Bermuda on the 1st March, and became a total wreck. Crew saved. Owned by Wm. Currier and others. Vessel and cargo insured \$2,000 in the "Marine" office.

Schooner Orbit, 65 tons, Thos. B. Cann master, put into St. Thomas on the 12th February, in distress, and was condemned and sold. Owned by Samuel Messenger.

Schooner Prairie Flower, 65 tons, Charles Hemeon master, sailed from Yarmouth in December, for the West Indies, with a cargo of fish and lumber, and was not afterwards heard of. Owned by B. Rogers & Co. Vessel and cargo insured \$4,000 in the "Marine" office.

Schooner Zebulon, 63 tons, Samuel N. Durkee master, from St. Martin for Yarmouth, with a cargo of salt, whilst beating into Yarmouth harbor, on the 21st December, struck on the ledge of rocks off "John's Cove," and bilged. After driving over the ledge, the vessel sank and became a total loss. Crew saved. Owned by George Killam. Insured \$1,200 in the "Marine" office.

Schooner Ocean Gem, 62 tons, Simeon Allen master, from Yarmouth for the West Indies, with a cargo of lumber, &c., was abandoned at sea on the 19th December, five days after leaving port. Crew saved in a destitute condition and landed at New York. Owned by A. F. Stoneman, Dennis Crosby and others. Vessel insured \$1,000 in the "Marine" office. Cargo insured \$2,000 in the "Acadian."

Schooner Lily, 58 tons, John Foster master, from New York for Yarmouth, with a cargo of flour, &c., was abandoned in lat. 42.10, long. 65.15, on the 6th January. Crew and three passengers rescued by Barque "Azor," and landed at Boston. Owned by W. K. Dudman and others. Vessel and cargo insured \$2,200 in the "Commercial" office.

Schooner ALGERINE, 40 tons, John Culbert master, from Yarmouth for Portland, Me., with a cargo of herring, was totally lost at Cutler, Me., on the 27th November. Crew saved. Owned by John Smith. Vessel and cargo insured \$900 in the "Acadian" office.

Schooner Mary Elizabeth, 31 tons, John R. Wetmore master, from Yarmouth for Liverpool, N. S., with a cargo of turnips, became disabled off Liverpool harbor on the 24th November, and sprang a leak. The wind blowing strong from the N. W., and the vessel being in danger of foundering, the crew took to the boat, and landed at Liverpool. The vessel went ashore at Western Head the same night and broke up. Owned by B. Ellenwood and Son. Insured \$300 in the "Marine" office.

Schooner Five Sons, 30 tons, Nathan McConnell master, was driven ashore at the mouth of the Sissiboo River, Digby Co., during a gale on the 22nd October, and became a total wreck. Crew and materials saved. Owned by Nathan Utley and others.

Schooner Sarah, 25 tons, James Gridley master, from Yarmouth for Shelburne, was totally wrecked on the Outer Shag Harbor Island, during the night of November 2nd. Crew and materials saved. Cargo of sails and rigging mostly lost. Owned by B. Ellenwood. No insurance on vessel. Cargo partially insured.

1868.

Ship Robert Treat, 654 tons, Richard Patten master, from New York for Newport, Wales, with a cargo of grain,

was abandoned in lat. 40, long. 56, on the 5th February. Crew taken off by Ship "Arkwright," Capt. Calkins, and landed at Liverpool, G. B. Owned by Aaron Goudey and others. Vessel and freight insured \$3,500 in the "Marrine," and \$5,000 in the "Acadian" offices.

Ship MINER, 597 tons, John Killam master, from Halifax for Quebec, in ballast, was wrecked at St. Paul's Island, Gulf of St. Lawrence. Crew saved. Owned by Samuel Killam. No insurance.

Barque Arthur White, 806 tons, George Tilley master, from New York for Liverpool, G. B., with a cargo of grain, went ashore at Walney Island, near the latter port, on the 23rd January, and became a total wreck. Crew saved. Owned by Thomas Killam and Samuel Brown. Insured \$2,000 in the "Acadian" office.

Brig Margaret, 220 tons, Israel Goudey master, from the West Indies for Philadelphia, with a cargo of sugar, was wrecked at the Capes of Delaware in March. Crew saved. Owned by Nathan Utley and others. Insured \$5,000 in the "Marine" office.

Brig TRIUMPH, 206 tons, —— Collins master, from New York for Matanzas, with a cargo of oil, nails, &c., was totally wrecked on the "Gingerbread Grounds," Bahama Keys, on the 11th February. Crew saved. Owned by John Murphy and J. V. N. Hatfield. Insured \$6,000 in the "Acadian" office.

Brigantine J. & S. Brown, 230 tons, John Mullen master, from the Clyde for Yarmouth, with a cargo of coals, was abandoned at sea on the 23rd March. Crew landed at Liverpool, G. B. Owned by Joseph J. Brown and others. Insured \$4,000 each in the "Acadian" and "Commercial" offices.

Brigantine A. C. Robbins, 195 tons, Macaijah Pinkney master, from Sydney, C. B., for Yarmouth, with a cargo of coals, was wrecked at Cow Bay, in August. Crew saved.

Owned by A. C. Robbins and others. Insured \$4,000 in the "Commercial" office.

Brigantine Canton, 156 tons, A. W. Blauvelt master, whilst loading at Cow Bay, C. B., was driven ashore during a gale, in August, and became a total loss. Crew saved. Owned by James A. Sterritt. Insured \$4,000 in the "Marine," and \$1,100 on Freight in the same office.

Brigantine Leader, 155 tons, William Redding master, from Yarmouth for Richibucto, N. B., with a cargo of molasses, struck a rock off Arichat, C. B., in August, and became a total wreck. Crew saved. Owned by Thomas Killam and others.

Schooner Sarah J. Sterritt, 91 tons, A. W. Blauvelt master, from New York for Grenada, W.I., with an assorted cargo, ran ashore at Bermuda on the 20th January, and became a total wreck. Crew saved. Owned by James A. Sterritt and others. Insured \$2,700 in the "Marine," and \$1,300 on Freight in the same office.

Schooner OSPRAY, 91 tons, ———— master, from Cienfuegos for St. John, N. B., with a cargo of sugar, ran ashore at Cape S. Antonio, Cuba, on the 18th March, and became a total wreck. Crew saved. Owned by D. D'Entremont and M. Amiro, Pubnico.

Schooner Tornado, 73 tons, Ebenezer Ryder master and owner, from Antigua for New York, was totally lost off the "Tavern Houses," Florida Reefs, on the 27th August. Crew saved. Insured \$800 in the "Marine" office.

Schooner BRILLIANT, 68 tons, Samuel Crocker master, sailed from Yarmouth on the 12th January, for the West Indies, with a general cargo, and was not afterwards heard of. Owned by B. Rogers & Co. and others. Insured \$2,000 in the "Acadian" office. Cargo insured \$2,000 in the "Marine."

1864.

Ship ELEANORA, 806 tons, — McMasters master, from

New York for Antwerp, with a cargo of timber, was passed on the 23rd October, in lat. 49, long. 10, waterlogged, dismasted and abandoned. No tidings were received of the crew. Owned by Saml. Killam and L. E. Cann. Insured. \$6,000 each in "Acadian" and "Commercial" offices.

Barque Native, 451 tons, — McPhail master, from the Clyde for Demerara, with a cargo of coals and iron, was wrecked on the North end of the Island of Taransay, on the 7th February. Crew saved. Owned by N. Utley and others. Insured \$6,000 in the "Marine" office. Freight insured \$1,200 in the "Commercial" office.

Barque Hiawatha, 450 tons, Charles W. Clements master, from Cardiff for New York, with a cargo of railway iron. sprang a leak and was abandoned by her crew in a sinking state, on the 18th March, in lat. 42, long. 33. A disabled vessel soon hove in sight, which the crew of the "Hiawatha" She proved to be a derelict Brig, with only mainmast and mainyard standing, and on fire; all hatches battened down; forecastle and cabin covered; and smoke issuing from different places. Soon after boarding her one of the boats was stove and lost. On the 19th they attempted to hoist in the other boat, but did not succeed. and second mates then jumped into the boat (having first placed oars in her.) to keep her from being knocked to pieces by bumping against the ship, hoping that by evening the weather would moderate; but she was perceived to be gradually distancing the vessel, and at last apparently going before the wind. With difficulty the vessel was got before the sea and followed in the direction of the boat, but saw nothing more of her. The Brig was kept before the wind, and about noon on the 22nd drove ashore on the North coast of St. George, one of the Western Islands. cargo consisted of cotton; her name was not visible on anything; no papers were found in her cabin; and she appeared to be foreign built. The crew got on shore on

pieces of the wreck. The "Hiawatha" was owned by N. K. Clements. Vessel and cargo insured \$8,500 in the "Marine" and \$6,000 in the "Acadian" offices.

Brig MINNEHAHA, 348 tons, Bartholomew Tabell master, from Providence, R. I., for Philadelphia, in ballast, was dismasted, sprang a leak, and was abandoned on the 5th January. Crew taken off by Schooner "Lucy Ann," and landed at New York. Owned by C. & G. W. Tooker, J. W. Moody and Sheldon Lewis. Insured \$4,000 each in the "Marine" and "Acadian" offices. Freight insured \$1,000 in the "Acadian."

Schooner VICTOR, 87 tons, Samuel Cann master, sailed from St. Martin for Yarmouth, on the 15th March, with a cargo of salt, and was not afterwards heard of. Owned by Ryerson, Moses & Co. Insured \$2,000 on hull and \$1,500 on cargo in the "Commercial" office.

Schooner Bellona, 65 tons, Israel Hilton master, from Yarmouth for St. John, N. B., in ballast, was wrecked at North Head, N. B. Crew saved. Owned by B. Ellenweod. No insurance.

Schooner Maria, 56 tons, George Nickerson master, sailed from Yarmouth for Halifax, on the 31st March, in ballast, and was not afterwards heard of. Owned by Geo. Killam. Freight insured \$1,200 in the "Acadian" office.

1865.

Ship Jane, 755 tons, Eli Phillips master, from Havana for Manzanilla, Cuba, in ballast, was wrecked near Nuevitas, Cuba, on the 16th June. Crew saved. Owned by George S. Brown and others. Insured \$6,000 in the "Commercial," \$10,000 in the "Acadian" and \$6,200 in the "Marine" offices.

Barque Onward, 877 tons, Benjamin Kimball master, from Ardrossan for Providence, R. I., with a cargo of pig iron, stranded on Sanda Island, about 200 yards N.E. of the Light house, on the 15th September, and became a

total wreck. Crew saved. Owned by Nathan Moses and others. Insured \$4,000 in the "Acadian" office. Freight insured \$2,000 in the "Atlantic" office.

Brig S. J. SANDERSON, 312 tons, Edgar G. Baker master, from Glasgow for Jacmel, San Domingo, with a cargo of bricks, iron pipe and slate, struck on "Bird Island Reefs," near Antigua, during the night of the 2nd August, and became a total loss. Crew took to the boats, and with difficulty landed safely. A small portion of the materials saved. Owned by G. and George G. Sanderson. Insured \$6,000 in the "Commercial," and \$7,000 in a London office. Freight insured \$2,250.

Brig Gold Hunter, 295 tons, Charles DeWolf master, from Philadelphia for Cienfuegos, with a cargo of shooks and hoops, was run into by Ship "President Fillmore," of New York, in lat. 38, in March, and sank. Crew saved and landed at Baltimore. Owned by G. Sanderson and others. Insured \$3,000 on hull and \$3,000 on disbursements in the "Marine" office.

Brig PRINCESS ROYAL, 260 tons, Stilson Hilton master, sailed from Vera Cruz, on the 21st July, for Frontera, Mexico, and was totally lost during the same day on the Reefs outside of Vera Cruz. Owned by Geo. S. Brown and others. Insured \$6,000 in "Acadian," and \$1,000 each in "Commercial" and "Atlantic" offices. Freight insured \$5,000 in "Acadian."

Brig Eagle, 254 tons, Charles DeWolf master, from Ivigtut, Greenland, for Quebec, with a cargo of cryolite, was lost in the ice on the 27th September. Crew saved. Owned by G. Sanderson. Insured \$5,000 in the "Commercial" office. Freight insured \$1,500 in the "Atlantic."

Brig Louisa, 220 tons, Thomas Healey master, sailed from Port Medway, N. S., for Barbadoes, in January, with a cargo of lumber, and was not afterwards heard of. Owned by Thomas Killam and others. Insured \$5,000 in "Marine" and \$1,200 in "Acadian" offices.

Brigantine Napier, 171 tons, Hayden Trefry master, sailed from Yarmouth for the West Indies, in March, with a cargo of lumber, and was not afterwards heard of. Owned by Samuel M. Ryerson. Insured \$2,400 and \$1,550 on cargo in the "Commercial" office.

Schooner Valorous, 71 tons, George Wyman master, from Yarmouth for Matamoras, was abandoned in a sinking condition on the 1st March, in lat. 39, long. 55. Crew rescued by the "Johanne Wilhelmine," Capt. Thierman, and landed at Plymouth, England, on the 31st. Owned by N. K. Clements.

Schooner MULGRAVE, 70 tons, Ephraim Baker master, sailed from Yarmouth for the West Indies, about the 1st November, with a cargo of fish and lumber, and was not afterwards heard of. Owned by John K. Ryerson. Insured \$1,200 on hull and \$3,600 on cargo in the "Commercial" office.

Schooner Harriet, 55 tons, William B. Crowell master, from Yarmouth for Antigua, was abandoned on the 20th December, in lat. 24, long. 45. Crew rescued by Ship "Gilbert Bohn," and landed at New York. Owned by Wm. M. Bond. Insured \$1,350 in the "Marine" and \$700 in "Acadian" offices.

Schooner GLEN, 54 tons, John Baker master, sailed from Yarmouth for the West Indies, with a cargo of fish, and was not afterwards heard of. Owned by N. K. Clements.

Schooner PLOVEN, 53 tons, — Ryder master, was totally wrecked at "Grosse Island," Magdalen Islands, on the night of the 18th May. Crew and materials saved. Owned by John Smith.

Schooner Compress, 50 tons, — Blauvelt master, from Sydney, C. B., for Yarmouth, with a cargo of coals, was abandoned at sea. For particulars see narrative. Owned by J. A. Hatfield and others, Tusket.

Schooner LOYAL, 46 tons, Stayley B. Dane master, from

Halifax for Yarmouth, with a cargo of general merchandise, struck on the South end of Big Tusket Island, on the 29th April, during a thick fog and gale, and immediately sank. Crew saved. Owned by Huestis & Moulton and others.

Schooner EMILY, 42 tons, Horace Baker master, from Halifax for Yarmouth, with a general cargo, struck a rock in Barrington Sound, on the 27th December, and sank. Crew saved. Part of cargo saved in a damaged state. Owned by J. G. Dallinger. No insurance on vessel. Freight insured \$700 in the "Atlantic" and \$300 in "Acadian" offices.

1866.

Ship GENERAL WILLIAMS, 989 tons, Samuel J. Hatfield master, from Liverpool, G. B., for Boston, was abandoned at sea. Crew taken off by W. I. Mail Steamer "Darien" and landed at Barbadoes. Owned by Geo. S. Brown and others. Insured \$8,000 each in the "Marine" and "Acadian," and \$6,000 in the "Commercial" offices. Freight insured \$2,000 in "Acadian" and \$4,000 in "Commercial" offices.

Ship Gondola, 726 tons, Joseph J. Brown, Jr., master, from New York for Quebec, in ballast, struck on "Puerto Nuevo," near Mainadieu, C. B., on the 27th May, and became a total wreck. Crew saved. Owned by D. and J. Horton and others. Insured \$7,000 in "Marine;" \$1,550 in "Commercial," and \$2,400 in "Atlantic" offices.

Ship Fanny Fern, 622 tons, John Butler master, from Miramichi for Cork, with a cargo of deals, was wrecked on "North Point," P. E. Island, on the 29th October. Five of the crew perished. For particulars see narrative. Owned by Lyman Cann. Insured \$1,600 in "Commercial" office. Freight insured \$900 each in "Atlantic" and "Commercial" offices.

Barque Eudora, 708 tons, Wentworth Killam master, from Ardrossan for Quebec, ran ashore at St. Paul's Island, River St. Lawrence, on the 22nd September, and became a total wreck. Crew and part of materials saved. Owned

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by Amasa and George G. Durkee and Benj. Hilton. Insured \$8,000 each in the "Commercial" and "Acadian" offices.

Barque Sciota, 696 tons, Nathan K. Perry master, from Baltimore for Rotterdam, with a cargo of tobacco, went ashore near Bremerhaven in January, and became a total wreck. Crew saved. Owned by A. C. Robbins and others. Insured \$6,000 in "Commercial;" \$4,000 in "Atlantic;" and \$6,000 in "Acadian" offices.

Barque ELIZABETH JENKINS, 667 tons, Thos. D. Richam master, from London for Boston, with a cargo of scrap iron, was run into by Ship "Agra," in the English Channel, on the 15th November, and immediately sank. The Captain and wife, steward and wife, mate and five seamen were drowned. For particulars see narrative. Owned by A. F. Stoneman and others. Insured \$6,150 in "Acadian;" \$6,250 in "Commercial;" \$2,500 in "Marine;" and \$400 in "Atlantic" offices.

Barque Mavourneen, 618 tons, Cornelius Murphy master, from Portland, Me., for New River, N. B., in ballast, went ashore at Grand Manan, during a dense fog, on the 22nd October. She floated off next day and immediately sank. Crew saved. Owned by Nathaniel Churchill, Jr., John Murphy and others. Insured \$10,000 in "Marine;" \$8,000 in "Atlantic;" \$1,500 in "Commercial;" and \$1,250 in "Acadian" offices.

Barque ROBERT SIMS, 617 tons, Charles Baker master, from Newport, G. B., for Halifax, with a cargo of iron, was abandoned in a sinking condition in lat. 58, long. 34, on the 14th October. Crew rescued by Barque "Argo," and landed at Quebec. Owned by W. H. Moody and others. Insured \$6,000 in "Acadian;" \$6,000 in "Atlantic;" and \$6,000 in "Commercial" offices. Freight insured \$3,500 in "Commercial."

Barque Katharine, 587 tons, John Culbert master, sailed from Shields, G. B., for Brindisi, Italy, on the 29th Janu-

ary, with a cargo of coals, and was wrecked at Flushing, on the 12th February. Crew saved. Owned by W. H. Moody and others. Insured \$3,000 in "Marine" and \$6,000 in "Acadian" offices. Freight insured \$2,000 in "Atlantic."

Barque Thomas Killam, 569 tons, Henry Payne master, from Antwerp for New York, with a cargo of iron, glass and dry goods, sprang a leak, on the 26th March, in lat. 45.28 N., long. 37.30 W., and notwithstanding every effort was made to free the ship, the water kept steadily gaining. On the 30th, at dusk, a Brig hove in sight, when Capt. Payne hoisted the ensign union down, as there were ten feet of water in the hold. The Brig came alongside, and took off the crew, twelve in number, and landed them at St. Pierre, Miquelon. The Brig proved to be the "Tour de Malakoff," Capt. Allard, of and from Granville, France. The "Thomas Killam" was owned by John K. Ryerson and others. Insured \$6,000 in "Marine" office. Freight insured \$3,500 in "Atlantic."

Barque RISING DAWN, 516 tons, William D. Robertson master, from Boston for Ivigtut, Greenland, was lost in the ice at the latter port on the 12th August. Crew saved. For particulars see narrative. Owned by Wm. Robertson, the master, and others. Insured \$4,000 in "Acadian" office and \$10,700 in Boston.

Barque J. & R. Young, 509 tons, W. V. Healey master, from Glasgow for Boston, put into St. Thomas on the 15th June, in distress, and was condemned and sold. Owned by C. & G. W. Toeker. Insured \$5,250 in "Acadian" and \$2,750 in "Atlantic" offices. Freight insured \$1,600 in "Acadian."

Barque ROBERT LEONARD, 487 tons, John Sanders master, from the Clyde for Matanzas, with a cargo of coals, sprang a leak in a gale on the 24th October, and was abandoned on the 27th, about 200 miles N.E. of "St. Michael's," and foundered in 30 minutes. Crew took to the boats and

landed at "St. Michael's" on the 30th, nearly exhausted. Owned by Aaron Goudey and others. Insured \$6,000 in the "Acadian" office.

Barque Mary Richards, 474 tons, John Robbins master, sailed from Cardiff, G. B., for Providence, R. I., with a cargo of coals, and was not afterwards heard of. Owned by Samuel Killam. No insurance.

Barque Centenary, 406 tons, Zebina Cook master, sailed from Philadelphia for Antwerp, in January, with a cargo of oil, and was not afterwards heard of. Owned by Young & Baker. Insured \$6,000 each in "Acadian" and "Commercial" offices.

Barque Matilda A. Lewis, 269 tons, Sheldon Lewis master, was driven ashore at Turk's Island, during a hurricane, on the 30th September, and became a total loss. Crew saved. Owned by William Rogers, the master, and others. Insured \$4,000 each in "Commercial" and "Acadian" offices. Freight insured \$800 in "Atlantic."

Brig Edmiston Brothers, 340 tons, George Cann master, from Boston for St. John, N. B., in ballast, ran ashore on Little River Head, Me., in June, and became a total wreck. Crew saved. Owned by Thomas Killam. Insured \$5,000 in the "Atlantic" office.

Brig Ellen, 252 tons, Henry Scott master, from Shields, G. B., for Guadaloupe, collided with Norwegian Barque "Viking," on Christmas Day, and sank in a few hours. Crew taken on board the "Viking" and landed at Deal. Owned by John W. Lovitt. Insured \$6,600 in "Commercial." Freight insured \$2,200 in "Acadian" office.

Brig Conquest, 191 tons, Rowland H. Crocker master, from New York for Falmouth, G. B., whilst at anchor in Islay Sound, parted her chain and went ashore about three miles from the Ruval Lighthouse, and became a total wreck. Crew saved. Owned by Geo. S. Brown and others. Insured \$7,000 in the "Acadian" office.

Brigantine Rescue, 239 tons, J. R. Blauvelt master, from Port Medway, N. S., for Barbadoes, with a cargo of lumber, was dismasted and sprang a leak, during a gale on the 25th March. After being on the wreck twelve days, the crew were taken off by Brigt. "Northern Light," of Digby, and landed at Barbadoes. Owned by B. Rogers and others. Insured \$4,000 in "Acadian." Cargo and Freight each insured \$2,000 in "Marine."

Brigantine Georgina, 120 tons, John Sanders master, from Yarmouth for Annapolis, N. S., in ballast, ran ashore at Peter's Island, near Westport, on the 8th December, and became a total wreck. Crew saved. Owned by G. Sanderson. Insured \$4,000 in the "Marine" office.

Brigantine Lizzie Ryder, 104 tons, G. Pennington master, from St. Martin for Anguilla, was wrecked at Little Anguilla, in June. Crew saved. Owned by John Ryder, Argyle. Insured \$4,000 in the "Acadian" office.

Brigantine Althea, 98 tons, Samuel Messenger master and part owner, was wrecked at "Long Bay," West Indies, in November. Crew saved. Insured \$4,000 in the "Marine" office.

Schooner H. HAVELOCK, 103 tons, John Clune master and owner, from St. John, N. B., for Portland, Me., in ballast, went ashore at Machias, Me., in September, and became a total wreck. Crew saved.

Schooner Winter Bird, 84 tons, Edmund C. Hilton master, sailed from Tusket River on the 29th September for Turk's Island, with an assorted cargo. On the 9th October they encountered very heavy weather, and the wind increased very rapidly. At 8 o'clock, p. m., it blew a gale with a tremendous sea running; the mate (Jas. Hatfield,) and two seamen (Job Williams and Simon Doucette) were washed overboard and drowned. The sea now began making a clean breach over the vessel, washing away her deckload and sweeping everything movable from her deck. At

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9 p. m. she was thrown on her beam ends, when her masts were cut away. The remainder of the crew, except the boy, were knocked overboard by the falling spars and drowned. On the 15th the Captain and boy (after being on the wreck six days,); were taken off by the boats of the Schooner "Argyle," Captain Barak Larkin, of Yarmouth, and landed at Barbadoes. The "Winter Bird" was set on fire by the Captain previous to his leaving her. Owned by Isaac S. Hatfield and others, Tusket. Insured \$4,000 in "Marine." Cargo insured \$1,200 in "Commercial."

Schooner HIRAM Spofford, 76 tons, Hiram Spofford master, on a fishing voyage, sprang a leak on the Banks and sank, in May. Crew saved and landed at Canso. Owned by B. Rogers & Co. and others. Vessel and outfits insured \$2,100 in "Marine;" \$1,100 in "Commercial" and \$1,100 in "Atlantic" offices.

Schooner Admiral, 65 tons, Reuben Gardner master, from Yarmouth, on a trading voyage, with a cargo of general merchandize, was wrecked at Cape Breton in June. Crew saved. Owned by James B. Moody. Insured \$1,200 in the "Marine" office.

Schooner Heber, 58 tons, Maurice Goodwin master, was dismasted and abandoned at sea on the 22nd September. Crew taken off by the Schr. "Start," Capt. Crowell. Owned by Benj. Killain, Jr.

Schooner ATLANTIC, 36 tons, Manasseh Goodwin master, from Pubnico for Bay Chaleur, sprang a leak and was run ashore at Port L'Hibert, N. S., where she became a total wreck. Crew saved. Owned by John Carland, Pubnico. Vessel and outfits insured \$1,000 in "Atlantic" office.

1867.

Ship S. L. TILLEY, 787 tons, Robert N. Crowell master, sailed from Savannah, Ga., on the 29th July, for Liverpool, G. B., with a cargo of timber, and on the 2nd August encountered a hurricane, during which the Ship was dis-

masted and waterlogged. The second mate, steward, cook, two seamen and two boys were washed overboard and drowned. Remainder of crew saved and landed at New York. Owned by Thomas Killam and Bowman Corning. Vessel and freight insured \$10,000 in "Atlantic" and \$6,400 in "Commercial" offices.

Ship Mary Raymond, 678 tons, Benjamin Raymond master, from Bermuda for Savannah, Ga., ran ashore at "Pelican Bank," S. C., on the 10th February, and became a total wreck. Crew saved. Owned by A. C. Robbins and others. Insured \$6,500 in "Marine," and \$6,000 in "Commercial."

Barque Dennis Horton, 706 tons, Rowland H. Crocker master, sailed from Cardiff, G. B., on the 3rd January for Boston, with a cargo of iron. On the 21st and 22nd February they encountered severe gales and thick snow squalls. The Captain, thinking the vessel was drifting too near George's Shoals, commenced sounding and found bottom at 45 fathoms at 6 p. m. on the 22nd. On the 23rd at 2 p. m. the weather being very thick, with snow, and intensely cold, the wind blowing a tremendous gale, the ship ran into the midst of heavy breakers, sweeping the decks fore and aft, and at times entirely covering her. While the crew were clinging to the rigging, the ship struck the bottom, on what afterwards proved to be the George's Bank, and was completely buried fore and aft by the breakers. As soon as she passed through the breakers she was put before the wind and all hands placed at the pumps, as the vessel had sprung a leak. Notwithstanding the crew were kept constantly at the pumps, the water gained on them. At 8 o'clock, a. m., of the 24th, the Schr. "Bounding Billow," Capt. S. Poole, of Gloucester, Mass., hove in sight, bore down on them, and took off the crew, and afterwards put his crew of ten men on board the "Dennis Horton," and placed them at the pumps, at the

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same time making some small sail to keep the vessel steady. Both crews were continually at the pumps until the evening of the 28th, when they again experienced very severe gales, and as the water still gained on them, they finally abandoned her. As the boats of both vessels had been lost during the passing and re-passing from ship to ship the men then on board of the "Dennis Horton," were transported to the Schooner by means of a raft, leaving the ship with 17 feet of water in the hold. She sank about 9 p. m. Sail was then made on the "Bounding Billow," and they bore away for Gloucester, Mass., where they arrived on the 30th. This is the only instance on record, we believe, of a vessel striking on George's, and not immediately foundering. The "Dennis Horton" was owned by Dennis, Jonathan and Charles E. Horton and others. Insured *\$10,000 in "Marine;" \$4,000 in "Acadian;" \$3,200 in "Commercial." Freight insured \$800 in "Atlantic," and \$3,000 in "Acadian" offices.

Barque Edward Hincken, 546 tons, Albert Baker master, from Middlesboro', G. B., for Montreal, went ashore, during a gale, on the 4th October, en Point Des Monts, Gulf of St. Lawrence, was got off and taken in tow by Steamer "Napoleon III," which proceeded with her as far as Matane, where the "E. H." sank in deep water on the 13th. Crew saved. Owned by John W. Lovitt and others. Insured \$6,500 in "Marine;" \$2,000 in "Commercial;" \$8,250 in "Atlantic."

Barque MAXIMILIAN, 268 tons, Norman B. Hatfield master, from Philadelphia for Antwerp, with a cargo of refined petroleum, ran ashore at Flushing, in December, and became a total wreck. Crew saved. Owned by A. F. Stoneman and others. Insured \$7,000 in "Marine" office.

Brig CLARA HECKMAN, 343 tons, —— Pearson master, from Baltimore for Queenstown, with a cargo of petroleum, was adandoned on the 20th January, in lat. 50 N., long. :21 W. Crew saved. Owned by Henry Heckman.

Brig Martin Burns, 312 tons, William V. Haley master, from St. Martin for Philadelphia, with a cargo of salt, ran ashore two miles North of Fenwick's Island Light, Delaware River, during a heavy gale, on the 11th December, and went to pieces. Crew saved. Owned by Gilbert Sanderson and A. C. Robbins. Insured \$6,000 in "Marine;" \$6,000 in "Commercial;" \$2,000 in "Atlantic." Freight insured \$1,200 in "Commercial."

Brigantine Fawn, 155 tons, John Sanders master, from Havana for Boston, with a cargo of sugar and cigars, was totally wrecked at Grand Bahama, on the 15th May. Crew saved. Wreckers saved the whole cargo except cigars. Owned by W.H. Townsend. Insured \$8,000 in "Atlantic" office.

Brigantine Londra, 150 tons, Matthew Stanwood master, from Yarmouth for the West Indies, with a cargo of lumber, sprang a leak and put into Martinique waterlogged, and was condemned. Owned by John K. Ryerson. Insured \$3,000 in the "Acadian" office.

Schooner Lane, 150 tons, —— Trefry master, from Boston for Yarmouth, in ballast, was driven ashore a short distance above Yarmouth Light House, at the entrance of the harbor, during a gale, on the 17th January, and became a total wreck. Crew saved. Owned by N. K. Clements. No insurance.

Schooner Express, 180 tons, John Poole master, from Yarmouth for Trinidad, was abandoned at sea. Crew landed at Gibraltar on the 28th January. Owned by N. K. Clements.

Schooner H. O. WARREN, 99 tons, Herbert Redding master, from Ponce, P. R., for Boston, with a cargo of sugar, was abandoned on the 5th April, in lat. 80.53, long. 66, in a sinking condition. Crew saved and landed at New York. Owned by Charles W. Clements.

Schooner President, 85 tons, Simeon Allen master,

from Yarmouth for the West Indies, with a cargo of fish and lumber, put into Antigua, in July, in a disabled condition; and was condemned. Owned by A. F. Stoneman & Co. Insured \$1,375 in "Commercial" office.

Schooner Janette, 64 tons, Jacob Harris master, from Yarmouth for the West Indies, with a cargo of lumber, was wrecked at Cape Sable, N. S. Crew saved. Owned by R. H. Crocker and others. Insured \$3,000 in "Atlantic" office

Schooner Progress, 59 tons, N. Malone master, from Yarmouth, on a fishing voyage, was lost in the Gulf of St. Lawrence. Crew saved. Owned by Benj. Killam, Jr. Insured \$1,200 in "Commercial" office.

Schooner Mary Elizabeth, 58 tons, Zachariah Muse master and owner, from Boston for St. Pierre, Miquelon, with an assorted cargo, ran ashore at Seal Island, in July, and became a total wreck. Crew saved.

Schooner Liberator, 50 tons, Prince W. Nickerson master, from Wood's Harbor, N. S., for Newfoundland, on a fishing voyage, sprang a leak on the 16th October, when about eight miles from Jeddore Cape, and notwithstanding every effort was made by the crew to keep the vessel afloat, the water gained on them, and they were obliged to abandon her. She sank a few minutes afterwards. Crew landed safely in the boat at Jeddore. Owned by Ryerson, Moses & Co.

Schooner Dezette, 31 tons, William Andrews master, on a fishing voyage, struck on Gannet Rock Ledges, about thirteen miles from Yarmouth Cape, on the 13th June, and immediately went to pieces. Eight lives were lost. For particulars see narrative. Owned by David Pinkney, Robert Kinney and the master. Insured \$1,000 in the "Commercial" office.

1868.

Ship Charles J. Baker, 552 tons, James Cook master,

from Gottenburg for Boston, via Queenstown, was abandoned at sea, in a sinking condition, on the 8th January. Grew taken off and landed at Philadelphia. Owned by L. E. Baker and others. Insured \$10,000 in "Marine" and \$6,000 in "Commercial" offices.

Barque Advance, 631 tons, George Vickery master, from Antwerp for St. John, N. B., in ballast, was abandoned on the 15th December, in lat. 50.45 N., long. 24 W. Crew taken off and landed at Queenstown by Steamer "Denmark." Owned by John W. Lovitt. Insured \$5,000 in "Commercial" and \$2,400 in "Acadian" offices.

Barque S. D. Ryerson, 588 tons, Charles Raymond master, sailed from Philadelphia on the 28th January, for Antwerp, with a cargo of petroleum. Everything went well until the 4th February, when the wind increased to a gale, with a very heavy sea, in which the Barque labored heavily and shipped much water. On the 7th the gale still continuing and a tremendous sea running, the vessel sprang a leak. From this time up to the 12th, they encountered a succession of gales and very heavy seas, the ship laboring heavily and the crew constantly at the pumps. then within a short distance from Halifax, they bore up for that port. At about 8 o'clock, a.m., of the 13th, as the sea was making a clean breach over the vessel, rendering it difficult for the men to stand at the pumps, and as the Barque was in a sinking condition, a signal of distress was hoisted. Shortly afterwards a Brig hove in sight, immediately bore down for them, rescued them with difficulty, and carried them to Halifax, where they arrived on the 15th. The "S. D. R." was owned by John K. Ryerson and others. Insured \$5,000 in "Atlantic;" \$6,000 in "Commercial" and \$2,000 in "Marine" offices.

Barque Margaret Hatfield, 497 tons, —— Gray master, was driven ashore, during a gale, near Richibucto, N. B., in October, and became a total wreck. Crew saved.

Owned by J. Smyth Hatfield and others. Vessel and freight insured \$8,000 in "Commercial" and \$8,000 in "Atlantic" offices.

Brig Acme, 306 tons, George W. Corning master, from Ireland for Sandy Hook, in ballast, foundered at sea on the 15th December. Crew rescued by Brig "Harvest Queen," of Bermuda, and lauded at New York. Owned by L. E. Baker and others. Insured \$3,000 in "Marine" office.

Brigantine ALICE V. GOODHUE, 150 tons, Joseph Crosby master, from Shields, G. B., for Providence, R. I., with a cargo of coals, was wrecked at Falmouth, England. Crew saved. Owned by A. C. Robbins. Insured \$1,300 in "Marine" office.

Brigantine New Era, 114 tons, Calvin Morrill master, from St. Thomas for Turk's Island, while passing the Island of Porto Rico on the morning of the 23rd July, was hove down by a heavy squall, the sea filling her so rapidly that the crew had difficulty in clearing the boat and saving themselves. Being unable to arouse the cook (a colored man named Lewis Quinn,) he was drowned in his berth. After lying by the vessel for several hours, and finding that she was gradually sinking, they made for the land, which they succeeded in reaching in safety. Owned by Ryerson, Moses & Co. Insured \$3,500 in the "Commercial" office.

Schooner Lochness, 99 tons, John B. Gullison master, from Cienfuegos, Cuba, for Yarmouth, with a cargo of molasses, was wrecked on the "Isle of Pines," on the South side of Cuba, in March. Crew saved. Owned by Thomas Killam. Cargo insured \$5,000 in "Commercial" office.

Schooner Almira, 55 tons, Israel Hilton master, from Yarmouth for Fox Island, N. S., was wrecked at Cape Sable, in April. Crew saved. Owned by Hezekiah O. Smith.

Schooner Lady Bourque, 53 tons, Peter Porter master, from Yarmouth for Magdalen Islands, was driven ashore

during a gale, in September, at Grand Entry Island, Gulf of St. Lawrence, and became a total wreck. Crew saved. Owned by F. G. A. Babine and others, Pubnico.

Schooner Hero, 50 tons, Alexander Muse master, sailed from Yarmouth for Bay Chaleur, on a fishing voyage, in May, sprang a leak and was run ashore at the Gut of Canso, where she became a total wreck. Crew saved. Owned by A. F. Stoneman. Vessel and supplies insured \$2,000 in the "Acadian" office.

Schooner Meridian, 25 tons, Isaac A. Montague master and owner, laden with fishing supplies, while lying at anchor in Argyle harbor, ready to sail for Yarmouth, on the evening of the 20th July, caught on fire, burned to the water's edge, and sank. The origin of the fire is unknown, as the crew were on shore at the time. Nothing saved.

1869

Barque Kate Young, 697 tons, Job Young master, from Foochow for Shanghai, ran ashore in the Min River, China, floated off, and put back to Foochow, where she was condemned after a special survey and sold. Owned by John Young and the master. Insured \$8,000 in the "Commercial" office.

Barque George S. Brown, 537 tons, John Valpey master, from New York for Cow Bay, C. B., in ballast, collided with Steamer "Bristol," of the Bristol Line of Steamers, during a dense fog, in Long Island Sound, and immediately sank. Crew saved and landed at New York. She was subsequently raised by the Coast Wrecking Company and taken into New Haven harbor and sold. Owned by Robert Brown and others. Insured \$1,500 in the "Marrine" office.

Barque Observer, 537 tons, Samuel Killam, Junr., master, with a cargo of logwood, got ashore on a Reef at Morant Bay, Jamaica, on the 5th July, while at anchor, and became a total loss. Crew saved. Owned by Thomas Killam.

Insured \$5,500 in "Atlantic;" \$4,000 in "Commercial;" and \$3,500 in "Marine."

Barque Jacob Hatfield, 448 tons, Nelson Hatfield master, from New York for Queenstown, with a cargo of grain in bulk, became waterlogged during a cyclone on the 19th September, in lat. 42 N., long. 35.30 W., and was abandoned. One boat's crew—comprising, Wm. E. Sherwood, mate; August Fisher, Charles Shear, Peter Sannersen and John Scott—was lost in attempting to reach the "British Queen," which was lying to a short distance off. Remainder got on board safely. Owned by J. S., A. M. and S. J. Hatfield. Insured \$5,000 in the "Atlantic" and \$5,000 in "Acadian" offices. Freight insured \$2,000 in "Acadian."

Barque Josephine, 318 tons, Thomas W. Vickery master, from St. Jago de Cuba for Boston, with a cargo of sugar, was wrecked at Guani, on the S.W. coast of Cuba, about the 1st September. Crew saved. Owned by G. S. and C. E. Brown and others. Insured \$6,000 in the "Acadian." Freight insured \$3,000 in the same office.

Barque Volo, 280 tons, Thomas Lovitt master, sailed from Cardiff, G. B., for Havana, on the 14th December, 1868, and was not afterwards heard of. Owned by A. C. Robbins and others. Insured \$6,000 in "Marine" and \$6,000 in "Commercial."

Brig Excelsion, 278 tons, Joseph J. Brown master, sailed from New York on the 28th August for Fecamp, France, with a cargo of oak lumber, and was abandoned in a sinking condition on the 17th September, in lat. 41.47 N., long. 35.29. Crew saved. Owned by G. J. and J. C. Farish and the master. Insured \$4,000 in "Marine;" \$4,000 in "Atlantic;" \$1,000 in "Commercial." Freight insured \$3,700 in "Marine."

Brigantine Triton, 132 tons, Barak Larkin master, from Yarmouth for Cow Bay, C. B., in ballast, was wrecked at

the latter port. Captain was drowned. Owned by N. K. Clements.

Brigantine Myra, 84 tons, Clement Porter master, from Porto Rico for Yarmouth, with a cargo of sugar, was wrecked at St. John's, P. R., in December. Crew saved. Owned by George G. Sanderson. Insured \$4,000 in the "Marine" office. Mr. George F. Moody (son of the late E. W. B. Moody, Esq.), who was a passenger on this vessel, died at sea on Christmas Day, on board the Brig conveying the shipwrecked crew to the United States, and was interred at New Point Comfort, Virginia.

Schooner Anna Lavinia, 81 tons, John Saunders master, from St. Martin for Yarmouth, with a cargo of salt, was abandoned at sea on the 17th March, having been dismasted and lost rudder on the 7th. Crew taken off by Ship "New World," and landed at New York. Owned by Young, Kinney & Corning. Insured \$1,500 in the "Atlantic" office.

Schooner Rosalie, 49 tons, Benjamin D. Robbins master and owner, from Yarmouth for St. John, N. B., with a cargo of fish, went ashore during a gale at Mispeck, N. B., on the 4th September, and went to pieces in less than half an hour. George Harris, seaman, was drowned. Remainder of crew saved and landed at St. John. Nothing saved from the wreck. Insured \$600 in the "Commercial" office.

Schooner Volant, 49 tons, Andrew Malone master, from Yarmouth for Cape Breton, in ballast, was driven ashore at the mouth of Halifax harbor, in November, and became a total wreck. Crew saved. Owned by William A. Killam. Insured \$600 in the "Acadian" office.

Schooner Ocean Gem, 36 tons, Silvain Belliveau master, sailed from Yarmouth on the 24th May, on a fishing voyage to North Bay, and was wrecked in the Gulf of St. Lawrence in June. Crew saved. Owned by G. D.

D'Entremont and others, Pubnico. Supplies insured \$800. No insurance on vessel.

1870.

Ship C. C. Horton, 775 tons, Herbert Taylor master, sailed from London, England, on the 12th February for Boston, with a general cargo, and was abandoned on the 12th March, in lat. 48.17 N., long. 38 W. Crew taken off by American Ship "China," and landed at Liverpool, G. B. Owned by D. Horton & Sons and A. D. Kelley. Insured \$8,000 in "Marine," \$6,000 in "Commercial." Freight insured \$2,000 in the "Acadian" office.

Barque Agnes M. Lovitt, 710 tons, Nehemiah Churchill master, from St. John, N. B., for the Clyde, put into Inishtrahull, on the 1st April, waterlogged, and was condemned. When going into port the vessel struck a rock, and fearing that she would go to pieces, the Captain placed his wife, child, steward and one man in a boat with orders to lie by the vessel; and as they were going alongside again the boat capsized in the breakers, and all were drowned. Owned by Joseph B. Lovitt and others. Insured \$4,000 in "Marine."

Barque M. & E. Robbins, 462 tons, Bradford R. Hilton master, from Boston for Cork, with a cargo of peas, went ashore on the South side of Sable Island on the 24th February, and became a total loss. Mate and one seaman were drowned. Owned by A. C. Robbins and others. Insured \$5,000 in "Commercial;" \$5,000 in "Atlantic" and \$2,000 in "Marine."

Barque Hero, 373 tons, Joseph Goudey master, from Cienfuegos for Montreal, with a cargo of sugar, was burned at sea off Cape Florida, on the 2nd May. Crew saved by Steamer "Frankfort," and landed at Havana. Owned by Aaron Goudey and others. Insured \$6,000 in "Acadian." Freight insured \$2,000 in "Commercial" and \$2,500 in "Atlantic" offices.

Barque RETURN, 309 tons, Alonzo Rose master, was towed out of Yarmouth harbor on the 20th November for St. John, N. B., by the Steamer "Linda," in ballast. After letting go the hawser, finding the vessel would not clear the West Cape, the crew attempted to "wear" ship, but in the act she went ashore to the Westward of the Light House, and became a total loss. Crew saved. Owned by Samuel Killam and Benj. Murphy. Insured \$1,300 in the "Acadian" office.

Brigantine Conquerall, 147 tons, Simeon Allen master, sank in Delaware Bay on the 4th April. Captain and one seaman were drowned. Owned by J. K. Hatfield and others. Insured at St. John, N. B.

Brigantine Sunrise, 78 tons, Lyman J. Robbins master, sailed from Yarmouth on the 28th January for St. Kitt's, with a cargo of lumber and fish, and was not afterwards heard of. Her crew consisted of—Gideon Hemeon (son of Mr. Crocker Hemeon), Chebogue, mate; two brothers named Scovill (sons of Mr. John Scovill), Richmond; Cook Trefry (son of the late Mr. James Trefry), Yarmouth; Philip Riley, of the West Indies; and one, name unknown. Owned by Young, Kinney & Corning. Insured \$3,500 in "Marine" office. Cargo insured \$2,800 in "Commercial."

Schooner Despatch, 73 tons, Thomas Helms master, from St. Martin for Yarmouth, put into St. John's, Antigua, on the 10th March, leaking badly and in a crippled condition, and was condemned. Owned by Ryerson, Moses & Co.

Schooner THOMAS BAGLEY, 60 tons, Anselm Porter master, from Halifax for the Magdalen Islands, was wrecked at these Islands. Crew saved. Owned by Prince H.

Durkee and others. Insured \$900 in the "Commercial" office.

Schooner AJAX, 53 tons, James D'Entremont master, from Labrador for Yarmouth, with a cargo of fish, foundered off the Ragged Islands, N. S., on the 20th October. All hands perished. Owned by Amiro Bros. and the master, Pubnico. Cargo insured \$8,000 in "Marine."

Schooner WILLIAM, 51 tons, Thomas Perry master, sailed from Cow Bay, C. B., in October, for Yarmouth, with a cargo of coals, and was not afterwards heard of. Owned by Geo. G. Sanderson. Insured \$800 in "Pacific" office. Cargo and freight insured \$400 in same office.

Schooner Jessie, 33 tons, Samuel Durkee master and owner, from Bridgewater, N. S., for Yarmouth, with a cargo of lumber, was wrecked at Port L'Hibert, N. S., in October. Crew saved.

Schooner Bloomer, 27 tons, Thomas Goodwin master and owner, from Argyle for Gloucester, Mass., struck on Chebogue Ledges on the 14th October and foundered. Crew took to the boat and landed at Argyle. No insurance.

Schooner Perseverance, 25 tons, Charles Durkee master, from Annapolis, N. S., for Yarmouth, with a cargo of fruit, left Digby Gut on the 11th November, and was not afterwards heard of. It is supposed that she foundered mear Sandy Cove. All hands perished, viz.:— Charles Durkee, master; Albert Durkee (brother of the master, and son of Captain Prince Durkee, of Yarmouth), and an English lad, name unknown. Owned by Ladd, Porter & Co.

Schooner Benevolence, 22 tons, Remi D'Entremont master and owner, broke adrift from her anchorage during a gale on the 4th September, at the "Emerald Isle," Barrington, and was driven ashore on the Outer Shag Harbor Island, where she became a total wreck. Crew saved.

1871.

Ship Marion Emerson, 699 tons, John W. Sheldrake

master, from Savannah, Ga., for Bremerhaven, with a cargo of cotton, whilst lying in the harbor of the latter port, was burned to the water's edge. Crew saved. Owned by Samuel Killam. Insured \$10,000 in "Atlantic," and \$7,000 in "Marine." Freight insured \$3,000 in "Pacific;" \$2,500 in "Commercial," and \$3,000 in "Acadian" offices.

Ship W. H. Moody, 686 tons, David Hilton master, from Liverpool, G. B., for Philadelphia, encountered very severe weather, sprang a leak, and was abandoned in a sinking condition on the 8th March, in lat. 47.40 N., long. 24.30 W. Crew rescued by the "Cremona," and landed at Liverpool, G. B. Owned by W. H. Moody & Sons and others. Insured \$8,000 in "Marine;" \$6,000 in "Pacific," and \$6,000 in "Atlantic." Freight insured \$4,000 in "Pacific."

Barque Sydenham, 659 tons, George Cain master, from Bremen for New York, was driven ashere at Long Island, and became a total wreck. Crew saved. Owned by Nathan Utley and others. Insured \$10,000 in "Marine;" \$5,000 in "Acadian," and \$5,000 in "Commercial." Freight insured \$2,500 in "Atlantic."

Barque Black Brothers, 651 tons, John G. Perry master, from Antwerp for Philadelphia, in ballast, was wrecked at Winter Quarter Shoal, New Jersey, in January. Crew saved. Owned by A. F. Stoneman and others. Insured \$4,500 in "Marine;" \$4,500 in "Commercial;" \$3,000 in "Atlantic;" \$2,250 in "Pacific," and \$3,500 in "Acadian" offices.

Barque John Bright, 505 tons, George Earl master, from Shields, G. B., for Cuba, with a cargo of coals, was lost on the "La Vache Island Reefs," off San Domingo, on the night of 17th March. Crew saved. Owned by A. F. Stoneman and others. Insured \$6,000 in "Marine;" \$6,000 in "Acadian;" \$4,000 in "Commercial;" \$2,000 in "Pacific," and \$1,400 in "Atlantic" offices.

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Barque E. A. SOUDER, 429 tons, Thomas B. Cann master, from St. John, N. B., for Montevideo, with a cargo of lumber, put into St. Thomas, in November, leaking badly, and was condemned. Owned by Ryerson, Moses & Co. Insured \$5,000 in "Marine," and \$6,000 in "Atlantic" offices. Freight insured.

RECORD OF YARMOUTH SHIPPING.

Barque Kate Smith, 409 tons, Wilson Hamilton master, from Les-Passages, Spain, for New York, with a cargo of lead, was wrecked near Little Egg Harbor, on the Jersey Coast, on the 25th January. Nine lives were lost. For particulars see narrative. Owned by Wm. Rogers, Benj. Hilton and others. Insured \$5,000 in "Pacific;" \$8,500 in "Atlantic."

Barque Tropic Bird, 321 tons, Amasa G. Durkee master, from Trinidad de Cuba, for New York, with a cargo of sugar, was wrecked on the South side of the Island, of Cuba, in July. Crew saved. Owned by A. C. Robbins and others. Insured \$4,000 in "Commercial," and \$3,000 in "Atlantic" offices.

Barque Louisa Cook, 280 tons, David Cook master, sailed from Shields for Philadelphia, on the 21st June, with a general cargo, was spoken Sept. 2nd in lat. 42, long. 65, and was not afterwards heard of. Owned by J. W. Moody and the master. Insured \$7,000 in "Marine;" \$1,500 in "Pacific." Freight insured \$1,200 in "Pacific."

Brig Hatfield Brothers, 208 tons, — Neville-master, from Philadelphia for Beyrout, with a cargo of oil, put into St. Thomas, dismasted, on the 3rd March, and was condemned. Owned by Job Hatfield and others. Insured \$3,500 in the "Marine" office.

Brigantine Edward Everitt, 112 tons, Josiah Crosby master, from Mayaguez, P. R., for Turk's Island, thence for Boston, in ballast, was driven ashore at Turk's Island, during a hurricane, on the 22nd August, and became a total loss. Crew saved. Owned by Ryerson, Moses & Co. Insured

\$3,000 in "Marine," and \$2,000 in "Pacific." Freight insured \$500 in "Pacific."

Brigantine Eclipse, 105 tons, George W. Kinney master, from Turk's Island, for Yarmouth, with a cargo of salt and sugar, struck on "Trinity Ledges," during a thick fog, on the 31st July. On the flood tide she floated off and was headed for Brier Island. In attempting to enter the Passage, the vessel, being unmanageable, went ashore on the rocks at Dartmouth Point, and became a total loss. Crew and materials saved. Cargo saved in a damaged condition. Owned by Young, Kinney & Corning. Insured \$2,000 each in "Commercial" and "Marine" offices. Cargo insured \$2,500 in "Pacific."

Schooner Albatross, 84 tons, Stephen Jeffrey master, from the West Indies for Yarmouth, with a cargo of molasses and sugar, was dismasted and waterlogged during a gale on the 10th November. Crew rescued by Schr. "Daylight," from New York, and landed at Barbadoes. Owned by John Ryder & Son, Argyle. Insured \$3,000 in "Acadian." Cargo insured \$1,600 in same office.

Schooner MINNIE ARNOLD, 81 tons, Manning Lent master, from Freeport, Long Island, N. S., for Antigua, with a cargo of lumber, was dismasted and waterlogged during a gale on the 15th February. Crew taken off by Schr. "A. Richards," Reed, of Boston, and landed at Barbadoes. Owned by George H. Porter and others. Insured \$1,500 in "Pacific." Cargo insured \$600 in "Commercial."

Schooner Argyle, 80 tons, Israel Hilton master, from Pictou, N. S., for Yarmouth, with a cargo of coals, whilst lying to in a gale on the 2nd September, struck on Gray's Island, near the mouth of Shelburne harbor, about 8 o'clock in the evening. The stern was immediately stove in, and the sea broke over the vessel with so much force that the Captain and crew were obliged to take to the rigging.

Here, exposed to the fury of the tempest, they sustained themselves till daylight, when they effected a landing by leaping from the bowsprit. Owned by Charles W. Clements. No insurance on vessel or cargo.

Schooner Catherine, 71 tons, —— Saulnier master, from Boston for Meteghan, N. S., was driven ashore at Sunday Point, Yarmouth Sound, during a thick snow storm, in January, and became a total wreck. All hands perished. Owned by T. O. Geddes.

Schooner Island Gem, 60 tons, Moses Goodwin master, from Yarmouth for Newfoundland, with a cargo of fish, was driven ashore at Newfoundland, in October, and became a total wreck. Crew saved. Owned by Ryerson, Moses & Co. Insured \$1,500 in the "Commercial" office.

Schooner Stella Maris, 55 tons, James A. Sterritt master, from Chester, N. S., for Yarmouth, with a cargo of shingles and fish barrels, was wrecked at Port Joli Point, on the 10th April. Crew saved. Owned by W. K. Dudman. No insurance.

Schooner Columbia, 55 tons, William Andrews master, sailed from St. John, N. B., on the 26th May, for Yarmouth, with a cargo of iron knees, &c., and was not afterwards heard of. A violent gale sprang up during the same night, and a large iron tank and a quantity of shingles, similar to the portion of cargo which she carried on deck, were fallen in with adrift in the Bay, fifteen or twenty miles from the entrance of Digby Gut. There is no doubt that she foundered in the gale referred to, and that all on board perished. Her crew consisted of the following persons:-William Andrews, master, of Little River; Pearl Andrews (son of Mr. Alex. Andrews), of the same place; Thomas W. Hatfield (son of Capt. Hardy Hatfield), of Arcadia; Samuel Dunham and William Dunham (sons of Mr. Samuel Dunham), of Arcadia. Owned by Wm. Weddleton and Wm. V. Brown, Arcadia. Insured \$800 in the "Acadian" office. No insurance on cargo.

Schooner Annie Laurie, 44 tons, Peter Porter master, from Yarmouth for the Magdalen Islands, arrived at Canso on the 1st May, and proceeded on her voyage, and was not afterwards heard of. Oliver White and Israel McGill were among her crew. Owned by Aaron Goudey & Co. Insured \$800 in the "Pacific" office.

Schooner Sparkling Sea, 39 tons, Robert Crowell master, from Tusket, struck on "Emulous Breakers," off Ragged Islands, on the 22nd May, and was abandoned in a sinking condition. Crew saved. Owned by J. L. Hatfield, Tusket. Insured \$600 in "Atlantic."

Schooner Sapphire, 25 tons, George A. Savary master, was wrecked near Digby, N. S., on the 29th October. Crew saved. Owned by Nathan Lewis. No insurance.

1872.

Steamer EMPEROR, 352 tons, William E. Sulis master, left Yarmouth on the 28th May at 11:48 a.m., for Portland, Me., and Boston, Mass., a dense fog prevailing at the time, course W.N.W., flood tide. At 2 p. m. fog cleared up,speed ten knots. At 4 p. m. saw Mount Desert Hills. 6 p. m. Hills bore N.N.W., distance forty-five miles. At 8: p. m. fog again set in very thick. At 11 p. m. course was. changed to W. half N., to ensure good offing, speed reduced to six knots. At 11.30 the Steamer struck on what afterwards proved to be "Seal Ledge." When she struck the engines were reversed, and she backed off and commenced. to fill with water. The boats were immediately lowered and placed in charge of the Mates, and the passengers were notified to prepare to leave the Steamer. The lady passengers were then placed in the boats. The steam and hand pumps and other means were used both by crew and passengers to keep the Steamer afloat. At 1.30 a.m. of the 29th the whistle on Matinicus Rock was heard, and as it was not deemed safe to remain longer on board, the passengers and crew took to the boats and steered for the whistle.. They reached the Rock at daylight, and just as they were landing, the "Emperor" was seen to roll over and sink. There was quite a heavy sea at the time, but owing to the excellent discipline of the officers and crew all were landed in safety—one hundred and four in number. The "Emperor" was owned by N. K. Clements and James King, and was insured as follows:—\$5,000 in "Pacific;" \$8,000 in "Atlantic;" \$6,000 in "Acadian;" and \$5,000 in a St. John, N. B., office.

Ship ROYAL CHARTER, 1,247 tons, Cornelius Murphy master, from Antwerp for Montreal, with a general cargo, went ashore on the East Point of the Island of Anticosti, on the 15th May, and became a total wreck. Crew and materials saved. Owned by Nathaniel Churchill, Jr., and others. Insured \$10,000 in "Pacific;" \$8,000 in "Acadian;" \$4,500 in "Atlantic." Freight insured \$1,600 in "Atlantic."

Barque Kensington, 828 tons, Zenas Sproul master, from Shields, G. B., for Philadelphia, with a cargo of railway iron, was run ashore on the 20th March, at Uist, Scotland, in a sinking state, loss of sails, and otherwise damaged, and became a total wreck. Crew saved. Owned by Nathan Utley and others. Insured \$5,000 in "Marine," and \$8,500 on vessel and freight in "Atlantic."

Barque Manitobah, 698 tons, A. R. Durkee master, from Havre for a port in the Bristol Channel, was wreeked at the "Buck Rocks," coast of Cornwall, England, on the 31st January. The Captain's wife, two children and four men were drowned. For particulars see narrative. Owned by W. H. Moody & Sons and ethers. Insured \$6,000 each in "Marine," "Acadian," "Atlantic" and "Pacific" offices.

Barque Anne M. Cann, 672 tons, Herbert H. Cann master, from Leith for Boston, was abandoned on the 2nd March, in long. 52, having four feet of water in the hold, main and mizzen masts gone and otherwise damaged. Crew

taken off by Ship "Saranak," and landed at Philadelphia. Owned by Hugh Cann and others. Insured \$8,000 in "Atlantic;" \$3,000 in "Pacific," and \$1,500 in "Commercial." Freight insured \$2,000 in "Atlantic" and \$1,000 in "Pacific."

Barque Frank Lovitt, 598 tons, James G. Smith master, sailed from Antwerp on the 5th June, for Philadelphia, with a cargo of scrap iron, and was abandoned on the 12th July, in lat. 46, long. 42, in a sinking condition. Crew taken off by a Schooner and landed at Harbor Grace, N. F. Owned by Hugh Cann, W. D. Lovitt and Smith Horton. Insured \$3,500 in "Atlantic;" \$3,250 in "Pacific." Freight insured \$675 in "Commercial."

Barque Bidwell, 493 tons, George W. Corning master, sailed from Philadelphia on the 28th February, for Antwerp, with a cargo of oil, and was abandoned at sea. Crew saved and landed at St. John's, N. F. Owned by John Young and L. E. Baker. Insured \$4,000 in "Marine;" \$6,000 in "Pacific." Freight insured \$4,000 in "Pacific."

Barque Stella, 484 tons, Joseph S. Hutchinson master, from Providence, R. I., for Charleston, S. C., in ballast, dragged ashore from her anchorage, two miles North of Cape Lookout, N. C., on the 24th October, and became a total wreck. Crew saved. Owned by W. K. Dudman and others. Insured \$2,500 in "Commercial;" \$1,500 in "Marine." Freight insured \$7,000 in "Atlantic."

Barque Annie, 480 tons, Martin Burns master, from Zaza, Cuba, for New York, with a cargo of sugar, was totally wrecked on "Cay S. Felipe," on the 14th February. Crew saved. Owned by Aaron Goudey. Insured \$6,000 in "Acadian." Freight insured \$4,000 in same office.

Barque EUGENIA. 483 tons, Lemuel Goudey master, from Brunswick, Ga., July 20th, for Montevideo, with a cargo of yellow pine, put into Yarmouth, N. S., on the 14th August, leaky, and after repairing proceeded on her voyage. On

the 12th Sept., she was fallen in with by Stmr. "Dorian," abandoned, full of water, foretopmast, bowsprit and maintopgallantmast gone. Five of the Steamer's crew were put on board, who took her to New York, where she grounded on the flats near Robin's Reef, and became a total loss. Her crew were rescued by a passing vessel. Owned by Ryerson, Moses & Co. Insured \$10,000 in "Marine;" \$6,000 in "Atlantic." Freight insured \$4,000 each in the same offices.

Barque Prowess, 379 tons, James Gorham Hatfield master, from Fernandina, Fla., for Montevideo, with a cargo of pitch pine lumber, was abandoned on the 20th September, in lat. 40.20 S., long. 55.40 W., waterlogged and dismasted. Crew saved. Owned by J. V. N. Hatfield and others. Insured \$9,000 on vessel and freight in "Atlantic."

Brigantine WATCHMATE, 151 tons, Frederick Hatfield master, from New York for Exeter, G. B., with a cargo of naphtha, was destroyed by fire on the 31st October. Captain Roach, of the Barque "Mary hands perished. Lawton," of Yarmouth, furnishes the following particulars of this melancholy disaster: - On the 31st October, in lat. 36 N., long. 65 W., he sighted the "Watchmate," with a signal of distress flying, and bore down for her. ing her he discovered that she was waterlogged. with the second mate and two men of the "M. L." was sent to take off the crew, but just as the latter had succeeded in getting into the boat an explosion took place, the Brigantine became a mass of flames, and the boat was blown into the air. Another boat was lowered and rowed about the place for an hour, but without finding any trace of the shipwrecked men. The names of the crew of the "Mary Lawton" who perished were Peter McKeen, second mate; J. . Rogers and Barney Oliver, seamen. The "Watchmate" was owned by Aaron Goudey and others. Vessel and freight insured \$5,000 in "Acadian" office.

Brigantine New Dominion, 125 tons, Israel Hilton mas-

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ter, sailed from Cow Bay, C. B., on the 11th December, for Yarmouth, with a cargo of coals, and was not afterwards heard of. Owned by N. K. Clements. Vessel and cargo insured \$1,900 in "Atlantic" office.

Brigantine Wilfred, 96 tons, Charles Carty master, from Yarmouth for Martinique, with a cargo of fish and lumber, was wrecked at the latter port in the hurricane of the 11th September. Crew and cargo saved. Owned by A. Goudey & Co. Insured \$3,000 in the "Acadian" office.

Schooner Monitor, 105 tons, Thomas Vickery master, from the West Indies for Yarmouth, with a cargo of sugar, sprang a leak and put into St. Martin, where she was condemned. Owned by Wm. Redding and others. Insured \$2,000 in "Commercial" office. Cargo insured \$1,000 in "Atlantic."

Schooner Seven Brothers, 81 tons, Matthew Wyman master, sailed from Port Medway, N. S., on the 18th November for Barbadoes, with a cargo of fish and lumber, and was not afterwards heard of. Owned at Tusket Wedge. Insured \$1,000 in "Marine" office. Cargo and freight insured \$2,000 in "Atlantic."

Schooner Carrie, 68 tons, John Deveau master, from Meteghan, N. S., for Boston, with a cargo of piling, was fallen in with in the Bay of Fundy, in March, waterlogged and dismasted. Two bodies were found in the cabin. Remainder of the crew are supposed to have been washed off. Owned by Whitfield Ellis. Insured \$1,500 in "Atlantic" office.

Schooner Lamartine, 50 tons, E. P. Landers master, from Yarmouth for St. John, N. B., went ashore at False. Harbor, near Yarmouth Light House, early in the morning of 21st January, and became a total wreck. Crew saved. Owned by Freeman S. Crosby. No insurance.

1873.

Barque Blanche Thomas, 835 tons, William E. Ray-

mond master, sailed from Antwerp for Shelburne, N. S., for orders, on the 25th August, in ballast, and ran ashore at "Blanche Point," near the entrance of Shelburne harbor, on the 27th September, and became a total loss. Crew saved. Owned by George H. Lovitt. Insured \$8,000 in "Atlantic;" \$8,000 in "Pacific;" \$8,000 in "Commercial," and \$4,000 in "Acadian."

Barque George W. Hunter, 793 tons, John Grace master, from St. John, N. B., for Dublin, with a cargo of deals, struck a rock called the "Old Proprietor," nine miles from Grand Manan, and about twenty miles from Brier Island, on the night of the 21st February, and filled with water. The Captain and crew abandoned her and landed at Petite Passage on the 25th. She floated off and was seen drifting in the Bay several days afterwards, and the Steam Tug "G. W. Johnson" left Yarmouth in search of her, but without success. She was boarded on the 29th, in lat. 40, long. 57, by the Barque "Selma," and a cable, four new ropes, two compasses, and a bell taken from her. Owned by Nathl. Churchill, Jr., and others. Vessel and freight insured \$10,000 in . "Commercial;" \$6,000 in "Atlantic;" \$3,000 in "Pacific," and \$1,250 in "Marine" offices.

Barque Jerome Jones, 636 tons, George W. Kinney master, from Troon for Havana, with a cargo of coals, was wrecked at Salt Bay, near Cardenas, on the 22nd November. One man was drowned. Owned by John W. and James J. Lovitt and E. Crosby. Insured \$8,000 in "Acadian;" \$8,400 in "Commercial," and \$2,500 in "Pacific" offices.

Barque N. Churchill, 610 tons, Charles Moses master, was driven ashore at Cow Bay, C. B., during a heavy gale on the 24th August, and became a total loss. Crew saved. Owned by Nathl. Churchill, Jr., and others. Insured \$8,000 in "Atlantic;" \$3,200 in "Commercial;" \$2,000 in "Pacific," and \$600 in "Marine" offices.

Barque Florence Baker, 365 tons, George W. Perry master, from Port Talbot, G. B., for Galveston, Texas, foundered off Cape Clear, on the 17th March. Crew rescued by Brig "Selskar," of Dublin. Owned by L. E. Baker and James M. Bond. Insured \$7,000 in "Marine," and \$2,000 in "Pacific." Freight insured \$2,500 in "Pacific."

Brig H. L. GILLIATT, 229 tons, Henry Dudman master, from Cardiff, G. B., for Cienfuegos, was wrecked near the latter port in January. Crew saved. Owned by Samuel Killam. Insured \$6,000 in the "Atlantic" office.

Brigantine Wanderer, 192 tons, —— Gilliatt master, from Liverpool, G. B., for Porto Rico, with a cargo of machinery valued at \$75,000, was wrecked at Mayaguez, P. R., in January. Crew, cargo and materials saved. Owned by B. P. Ladd and others. No insurance on vessel. Freight insured £800 in England.

Schooner Carrie Douglas, 172 tons, Maurice Peters master, from Sydney, C. B., for St. John, N. B., with a cargo of coals, was wrecked at Louisburg, C. B., on the 24th August. Crew saved. Owned by B. P. Ladd and others. Insured \$2,500 in "Pacific" office.

Schooner Placoid, 70 tons, William Pennington master and owner, whilst lying at Cow Bay, C. B., in ballast, was driven ashore during the gale of 24th August, and became a total wreck. Crew saved. Insured \$2,000 in "Pacific."

Schooner Onward, 60 tons, Peter Smith master, from Sydney, C. B., for Yarmouth, with a cargo of coals, foundered at sea on the 29th November. Crew rescued by Brigantine "Toronto," Captain Carwell, and landed at St. John, N. B. Owned by W. K. Dudman. Vessel and cargo insured \$1,950 in "Commercial" office.

Schooner Supers, 53 tons, Thomas Cann master, whilst lying at Cow Bay, C. B., in ballast, was driven ashore during the gale of 24th August, and became a total loss.

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Crew saved. Owned by A. F. Stoneman. Insured \$500 in "Marine" office.

Schooner J. R. Amiro, 52 tons, Henry Ellenwood master, sailed from St. John's, P. R., in October, for Yarmouth, with a cargo of sugar, molasses and fruit, and was not afterwards heard of. Owned by A. Goudey & Co. Insured \$2,000 in "Marine" office. Cargo insured \$3,080 in the "Acadian" office.

Schooner Frances Harrier, 42 tons, Samuel Durkee master, from Yarmouth for Pictou, N. S., with a cargo of stoves, went ashore at White Head, on the 24th August, and became a total wreck. Crew saved. Cargo saved in a damaged condition. Owned by Sheldon Lewis. Insured \$400 in "Pacific" office.

Schooner Thorn, 41 tons, Samuel C. Porter master, from La Have for Yarmouth, with a cargo of lumber, ran ashore at Kelley's Cove, in September, and became a total wreck. Crew saved. Owned by "St. George Wrecking Company." No insurance.

1874.

Ship ABBY RYERSON, 1,145 tons, E. A. Dunkerton master, from Mobile, Ala., for Revel, with a cargo of cotton, went ashore at Haganaess, Sweden, during a gale, on the 22nd April, and became a total wreck. Crew landed at Elsinore. Owned by John K. Ryerson and others. Insured in Yarmouth offices as follows:—"Pacific," on hull, \$6,000; freight \$5,000; "Atlantic," on hull, \$6,000; freight \$4,600; "Marine," on hull, \$6,000; freight \$5,000; "Commercial," on freight, \$3,800.

Ship Tidal Wave, 999 tons, Norman B. Hatfield master, sailed from Philadelphia for Bremen on the 15th January, with a cargo of petroleum. On the 9th February experienced a severe gale with a very heavy sea, during which the ship sprang a leak and the rudder was broken off about nine feet below the head. After several unsuccessful at-

tempts to secure the lower part of the rudder and to keep the vessel free of water, the crew were obliged to abandon her on the 11th, being then about thirty miles from the Irish coast. They were taken off and landed at Liverpool, G.B., by Norwegian Barque "Forsogett." Owned by Young, Kinney & Corning and others. Insured \$3,000 in "Marine;" \$7,500 in "Commercial;" \$9,000 in "Atlantic;" \$5,000 in "Pacific;" \$2,800 in "Oriental," and \$6,000 in "Acadian." Freight insured \$5,000 in "Pacific."

Ship Julia, 894 tons, James Crosby master, sailed from Savannah, Ga., on the 7th December, 1873, for Liverpool, G. B., with a cargo of 2,557 bales of cotton, valued at \$162,960, and was not afterwards heard of. Owned by Ryerson, Moses & Co. Insured \$10,000 in "Atlantic;" \$6,000 in "Pacific," and \$6,000 in "Acadian" offices. Freight insured \$4,000 in "Marine," and \$4,000 in "Acadian" offices.

Barque Almira Goudey, 971 tons, Wallace W. Crosby master, from Baltimore for Bremen, with a general cargo, ran ashore at Vlieland, North Sea, in February, and became a total wreck. Crew saved: Vessel on her second voyage. She made the passage from Fortress Monroe to Vlieland in eighteen days. Owned by Zebina Goudey and others. Insured \$8,000 in "Marine;" \$8,000 in "Pacific;" \$9,500 in "Commercial;" \$7,000 in "Oriental," and \$7,000 in "Acadian" offices. Freight insured \$3,000 in "Pacific;" \$970 in "Atlantic," and \$2,000 in "Acadian" offices.

Barque Live Oak, 488 tons, Israel K. Moore master, from New York for Queenstown, with a cargo of oil, foundered on the 26th March, in lat. 48, long. 26. Several of the crew were lost. Captain and remainder of crew landed at Queenstown on the 1st April. Owned by James M. Davis and others. Freight insured \$3,000 in the "Oriental" office.

Brigantine Anna MITCHELL, 170 tons, John Saunders master, from Bahia for New York, put into St. Thomas, on

the 20th December, leaking badly, and was condemned. Owned by Geo. G. Sanderson and Harvey Doane. Insured \$4,650 in "Commercial" office.

Brigantine Xagua, 160 tons, Thomas Helms master, sailed from Clyde River, N. S., for the West Indies, with a cargo of lumber, and was not afterwards heard of. The following persons comprised her crew:—Jesse Crosby, mate; John Deward, 2nd mate; Albert Churchill, steward; John Moses, Joseph Cann, C. Thurston, seamen. Owned by Killam Brothers. Insured \$3,500 in "Pacific," and \$6,100 in "Atlantic."

Brigantine Dundee, 126 tons, William Kerr Moore master, from Bahia for New York, with a cargo of wood, went ashore at Pernambuco, on the 29th October, and became a total wreck. Crew saved. Owned by William Law & Co. and Nathan McConnell. Insured \$2,000 in "Oriental" office. Freight insured \$3,000 in "Commercial."

Brigantine S. C. Shaw, 124 tons, Robert Bell master, from Porto Rico for Montreal, with a cargo of sugar, was abandoned on the 20th May, twenty miles off Cape Sable, in a sinking condition. Crew landed at St. John, N. B. Owned by Ryerson, Moses & Co. Insured \$1,500 each in "Pacific" and "Marine." Freight insured \$2,000 in "Atlantic."

Schooner Excelsion, 87 tons, John Deveau master, was driven ashore at Port Caledonia, C. B., on the 8th September, and became a total wreck. Crew saved. Owned by Edward S. Ellis. Insured \$2,000 in the "Marine" office.

Schooner Ariel, 76 tons, Stephen Jeffrey master, sailed from Yarmouth on the 15th November for the West Indies, with a cargo of fish and lumber, and was not afterwards heard of. Owned by Ladd, Porter & Co. Insured \$6,600 on hull and cargo in "Marine" office.

Schooner WILLIE Cox, 66 tons, Calvin Morrill master, from Pubnico for Antigua, with a cargo of lumber and fish, was abandoned at sea on the 3rd October, having become

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waterlogged and lost sails and spars during a gale. Crew saved. Owned by George R. Doty. Cargo insured \$2,000 in "Commercial."

Schooner MINNA, 63 tons, Richard Shaw master, from Hayti for Boston, with a cargo of scrap iron, was wrecked at Chelsea Beach, Mass., on the 14th January, during a snow storm. Crew saved. Owned by Ladd, Porter & Co. Insured \$2,000 in "Atlantic" and \$900 in "Pacific" offices.

Schooner Isaac Goodwin, 58 tons, Isaac Goodwin master and owner, from P. E. Island for Yarmouth, with a cargo of oats, was stranded off Pictou Harbor on the night of the 20th November. Crew saved. Cargo insured \$2,000 in "Oriental" office. No insurance on vessel.

Schooner J. W. S. GIFFIN, 52 tons, E. K. Goodwing master, from Yarmouth for St. Pierre, Miq., sprang a leak, and was run ashore at Cow Bay, C. B., on the 26th October, and became a total wreck. Crew saved. Owned by A. F. Stoneman & Co. Insured \$1,200 in "Pacific" office.

Schooner Juno, 48 tons, M. Goodwin master and part owner, from the Banks for Ragged Islands, with a cargo of fish, struck on the Ragged Island Breakers in August and immediately foundered. Crew saved.

Schooner Dot, 40 tons, — Kinney master, from. "Blanche Point," for Yarmouth, in ballast, went ashore at Sluice Point, near the Tusket Islands, on the 24th. January, and became a total wreck. Crew saved. Owned. by Ryerson, Moses & Co. No insurance.

1875

Ship Souvenir, 977 tons, Thomas J. Perry master, from Antwerp for Tybee, in ballast, struck on Stone Breakers, ten miles West of Charleston, S. C., on the 23rd December, and became a total wreck. Crew and materials saved. Vessel on her second voyage. Owned by Wm. D. Lovitt. Insured \$8,000 in the "Marine;" \$8,000 in "Commercial," and \$10,000 in Pacific" offices.

Barque Sabra Moses, 695 tons, Joseph Bain master, from Bristol Channel for Sandy Hook, in ballast, ran ashore, during a dense fog, at the "Half Moons," near Cape Negro, N. S., on the morning of the 20th August, and became a total wreck. Crew and materials saved. Owned by Nathan Moses, S. M. Ryerson, B. Killam and Dennis & Doane. Insured \$4,000 in "Marine;" \$3,000 in "Atlantie," and \$3,000 in "Acadian" offices.

Barque Francis Bourneuf, 570 tons, David C. Weston master, sailed from Chatham, N. B., on the 28th October, for Liverpool, G. B., with a cargo of timber and deals, and was hove down, became dismasted and waterlogged, during a gale on the 7th November, in lat. 47 N., long. 41 W. Crew rescued on the 9th by Barque "John Lorway," Lorway, of Maitland, N. S., and landed at Liverpool, G. B., on the 24th. Owned by William D. Lovitt. Insured \$5,000 in "Commercial," and \$5,000 in "Pacific." Freight insured \$4,000 in "Pacific."

Barque Evangeline, 325 tons, George W. Kinney master, from Paysandu, South America, with a cargo of bones and bone ash, took fire, burned to the water's edge and sank, off Colon, whilst lying at anchor, on the 4th August. Crew saved. Owned by Churchill, Davis & Co., Kinney, Haley & Co., George Jacques, A. W. Homer and the master. Insured \$4,000 in "Oriental;" \$3,000 in "Commercial;" \$2,000 in "Marine," and \$1,000 in a Halifax office.

Schooner Frances, 34 tons, John H. Darby master and owner, from Bridgewater, N. S., for Pubnico, with a cargo of lumber, struck on John's Island Ledge, near the entrance of Pubnico harbor, on the 22nd May, and became a total wreck. Crew and cargo saved. No insurance.

ABSTRACT OF VESSELS LOST.

1	STEAMER, -	•	-	•	852	tons.
18	Ships,	٠,-		-	14,588	*6
98	BARQUES, -	-	-		49,621	•6
84	Brigs,	-		-	18,891	- 66
99	Brigantines, -	-	•		- 13,367	"
289	Schooners, -	-		-	16,328	"
7	SLOOPS, -	-	-		- 230	6 ¢
596	vessels, measuring,	· -		-	112,877	tons.

Insurances Paid by Yarmouth Offices on Total Losses.

Marine,	-		-		-		-		-		\$821,455
ACADIAN, -		-		-		-		-		-	380,900
COMMERCIAL	, -				-		-		-		833,025
Atlantic, -		-		-		-		-		-	801,020
Pacific,	-		-		-	•	-	•	•		144,500
OBIENTAL,		-		-		-		-			20,800
			Total,			~=	•	-	- \$2,001,70		

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Loss of the Schooner "Jacob and Benjamin."

A: TOUCHING MARRATIVE OF SUFFERING AND PRIVATION.

Schooner "Jacob and Benjamin," 104 tons, John Cann master, sailed from Yarmouth for Barbadoes, with a cargo of lumber, about the 15th September, 1820, and arrived at her destination in safety. After taking in ballast and raw hides, she sailed for Yarmouth on the 8th November. About the 20th, whilst passing through Sombrero Passage. she was chased and fired into by a suspicious looking craft. but was not overtaken. About the 1st December, in lat. 27 N., she encountered very severe weather, which drove her from her course, and the crew were put on a short allowance of hard bread and water. From the 4th to the 27th December, they experienced a succession of gales from the Westward, during which time they lost the foresail and flying jib, broke the mainboom and jib-boom, and split the topsail. On the 27th December, whilst running before the still raging gale under bare poles, a heavy sea broke upon the quarter, throwing the vessel on her beam ends. Captain ordered the lanyards of the rigging to be cut, which was done, when the masts went over the side and the vessel righted. All hands went into the hold to shift and Having now lost her spars, the vessel secure the ballast. was left as a log upon the water, drifting at the mercy of the wind and waves to the S.E. for eight or ten days, the crew being left with only three biscuits apiece, and nothing but starvation before them, should they not soon be rescued from their perilous situation. As soon as they were able they were engaged in rigging the vessel with what spars and ropes still remained on board. A sail was made from the hides which comprised the cargo, eight of which were sewed!

together and hoisted to the jury masts. The vessel was then headed to the Eastward, to get in the track of vessels bound to or from England. After being on the wreck twenty-two days, subsisting only on the hides and three gills of water each every twenty-four hours, they went below, expecting to die of starvation, having given up all hope of being rescued. The Captain, however, during the forenoon, went on deck to take a last look, and while doing so espied a vessel bearing down for them. Calling to his crew below "Sail in sight," they sprang to their feet instantly, "seemingly with the strength of lions," and rushed on deck. The Captain of the Ship refused to launch his boat, and they were obliged — though how they did it was a miracle to launch their own, which they did by lashing two pieces of spars to the rail and lowering her into the sea. Captain Cann, William Williams, (the narrator of this disaster and the only survivor alive to-day,) and another man, jumped into the boat and rowed off to the Ship, but it being very rough, they could not go alongside. A rope was thrown to them from the Ship, which they caught, and Captain Cann was thus hauled on board. The inhuman monsterunworthy of the name of man—in command of the Ship. refused to allow the starving crew to come on board his vessel, (we have not even heard of his tendering them any . provisions,) but told Captain Cann that as they were so near Fayal, (being then about sixty miles N.N.W. from that port,) he thought they would get there in a day or two. Captain Cann and his two men were thus mercilessly compelled to return to their disabled vessel, and made every effort to reach Fayal, but that night the wind changed to S.E., and they were driven off before it. As they were not able to get their boat on board again, she was lost. They continued to drift to the Northward as far as lat. 43.30, when on a Friday morning late in February, 1821, (the precise date could not be obtained,) a large Brig hove in

sight, came alongside and laid to. She proved to be the Brig "Thalia," Captain Benj. Simpson, from Liverpool, England, for Demerara, who, with two of his men, launched the boat and went on board the wreck. The shipwrecked men were assisted into the boat and on board the Brig, and were kindly cared for till their arrival at Demerara. From the time that they had been put on short allowance till they were rescued a period of EIGHTY-THREE DAYS had elapsed. Our informant states that they cut the hides in pieces four or five inches wide, placed them in salt water till they became soft, then stretched them on a spar, and with their knives as sharp as they could make them, they shaved the hair off as clean as possible, then boiled them eight hours, cut them in as small pieces as they could swallow, and mixed them with a few tamarinds to sweeten them; and thus they subsisted for upwards of sixty days. The "Jacob and Benjamin" was owned by Joseph Tooker.

Loss of Schooner "Hibernia," and the entire Crew.

MIRACULOUS ESCAPE OF THE CAPTAIN.

Schooner "Hibernia," 48 tons, Thomas B. Tooker master, sailed from Yarmouth, on the 22nd October, 1822, for Barbadoes, with a cargo of lumber, &c. Everything went well until the 28th, when the weather became thick, and the wind increased to a gale, with a very heavy sea running, which compelled the Captain to lay the vessel to, heading S.E., a Ship in company to windward also lying to. At midnight a sea struck the vessel and threw her on her beam ends. The Captain, who was asleep, below, being awakened by the shock, immediately sprang for the companion way, which was instantly carried away by the

deckload. With difficulty he forced his way to the deck. the water rushing down into the cabin; the spars and deckload having broken loose were knocking about, thus rendering the position he occupied one of extreme danger. He succeeded in pulling one man up out of the cabin. The vessel immediately filled with water. The Captain then endeavored to reach the boat, fearing that the vesselwould founder, but he was unsuccessful. With difficulty he next cut the lanyards of the fore rigging with a penknife,. when the mast went over the side, and the vessel began to right. The lanyards of the main shrouds were next cut away, but, fortunately for the Captain, the mast did not fall. The vessel having righted so far, now made the position he occupied too dangerous to stay longer, and he was obliged to retreat to the main gaff, which was about five feet from the deck, again pulling the man (who appeared to have lost his reason) up after him. The remainder of the crew had either been washed off or perished below. The Captain kept himself and the man on the gaff for about ten minutes; but being worn out with fatigue and the violence of the sea breaking over them, he was compelled to release his hold, and the man dropped overboard and was drowned. It was now about 2 a. m. of the 29th. He was compelled to remain in this position until daylight, when a sad spectacle was presented to his view: only stem and stern out of water, everything a complete wreck, nothing on which to subsist, and the sea continually breaking over him. At 10 a. m. the weather had so far moderated that he succeeded in getting aft to the skylight; and with the help of a boathook, which he found fast to the rail, was in hopes of hooking something out of the cabin, but was unsuccessful. The wind having changed to the Westward, made it extremely cold; he having: nothing on except shirt, drawers, stockings and waistcoat... A vessel soon hove in sight, and crawling forward, he get.

a piece of the jib, which he succeeded in hoisting by the signal halyards, which had not been carried away, by which he hoped to attract the notice of some one on board the distant vessel; but to his great disappointment they did not see it, although she passed so near that he could plainly see her hull. He again tried to get some food from the cabin, but was once more unsuccessful. About sundown he saw another vessel to windward, but she also passed by without noticing him. He then returned to the gaff, with little prospect of ever seeing morning, as the sea again began to break over the wreck with increased violence, a long, cold night before him, and his feet and limbs being much swollen from bruises received by the broken spars. He lashed himself fast to the mast, and remained in that position until 11 a. m. of the 30th, when another vessel hove in sight, and bore down for him. A boat was sent from her, and as she ran under the stern, the Captain ran along the main boom and dropped into her. He was conveyed on board the vessel, which proved to be the Brig "George," Captain James Unsworth, of and for Liverpool, G. B., from St. Andrews, N. B., where he received the best of care, and was landed at the former port. "Hibernia" was owned by John and George Bingay. insurance on vessel or cargo.

Wreck of the Brig "Billow," at Ragged Islands, N. S.

LOSS OF ONE HUNDRED AND THIRTY-SEVEN LIVES!

The Brig "Billow," 160 tons, James A. Dennis master and part owner, sailed from Bermuda on the 3rd April, 1831, for Halifax, with discharged soldiers, in charge of Lieutenant Listen, 81st Regiment, and was wrecked at night on the Outermost Ledge of rocks, one-third of a mile

from the Ragged Islands, and about twelve miles East from Shelburne Light, during the gale of the 9th and 10th April. Of the One Hundred and Thirty-seven persons on board not one escaped to tell the dreadful tale! From a document found on the shore, the following detail of the number on board is taken, namely: - one Commissioned Officer, one Non-Commissioned Officer, thirty-eight Privates, twenty Women, sixty-eight Children, eight Crew, and one Passenger, (Mr. John Bond, of Yarmouth;) in all one hundred and thirty-seven. The number of bodies found-drifted on shore - were eight Privates, six Women, and sixteen Children—in all thirty. Her crew consisted of-James 'Hilton, 1st Mate; Mr. - Curry, 2nd Mate; John R. Crosby, Reuben Hersey, two brothers named Clements of Chebogue, seamen; and Amos Richardson, cook. made of some of the deck-planks and rails of the vesselto which a number of the bodies of the crew and passengers were lashed—drifted on shore about two miles to the Eastward of the wreck. It is stated that this was the most distressing event, as regards the number of persons drowned, that had occurred on the Nova Scotia coast since the loss of H. M. S. "La Tribune," near Herring Cove, Halifax. in November, 1797.

The following lines (taken from the "Yarmouth Telegraph," of the 18th May, 1882,) were written by a person who had friends on board this ill-fated vessel, and who visited the scene of the wreck a short time afterwards:—

LINES ON THE LOSS OF THE "BILLOW."

From yonder rugged and ill shapen coast,
Where gloomy horror finds her dire abode,
Forth on the breeze the notes of woe are borne,
In wailings mournful, melancholy, loud!
Ill-fated spot! The scene of saddest ills,
The grave of Hope's and Fancy's vision fair;
How oft has grief kept concert with thy moan,
Or broke in sounds of sadness on the air—
Whilst the hoarse mutterings of the fearful blast
Have told of joys and social comforts past.

Hear the strained timbers cracking in the gale,
The parting canvas fluttering in the wind,
The hardy seaman's wild and awful cry,
As the lone barque leaves mountain waves behind;
These are the sounds familiar to thy shores,
On which, with Demon gladness and delight,
Dire misery loves to brood with eager ear,
Or seems to revel in unsparing might;
Whilst the brave tar of other climes and skies,
Here finds his goal and feebly, fainting, dies.

As the keen leopard, lurking for his prey,
In outstretch'd length and seeming aspect mild,
Lies crouch'd in guile, for some poor hapless wight,
To glut the calls of craving nature wild;
So when revolving summer's gentle gales
Leave the smooth wave to ripple on thy strand,
Thou seem'st, forsooth, a quiet, harmless thing,
Nor deem we aught one caution to demand.
Ill-omen'd quiet—ill-disguised rest—
That only serves to give thy vengeance zest.

Yon sun, whose glory clothes the fields with smiles, And lights the landscape into softer shades, But gives to thy bleak rocks more sombre hues, And falling on thy waves—its beauty fades.

Thy sterile soil, and cold, forbidding front, Relieved by here and there some leafless tree, Proclaims the curse of barrenness the lot Of such unkindly dwelling place as thee; Where spread in motley groups along the shore, See remnants of thy fell-destroying power.

But hark! the sudden storm's loud roar is up:

Hoarse sounds the gale—the tempest's threatening ills—
The clouds in dense and darken'd volumes roll—
And the wild sea-bird wakes its bodings shrill.
Rous'd by the surly blast, the late smooth waves,
Come rolling onwards with resistless sweep—
And night, uncheer'd by Cynthia's kindly beams,
Adds growing terrors to the troubled deep;
Whilst round the spot, the Demons of Despair
Pipe their sad notes, like lions rous'd from lair.

Now! oh, thou kind and all-propitious power!
Guard yonder lonely sail far off at sea;
List to the prayer of him who treads yon deck
And who in silence lifts the eye to Thee.
Guide Thou the helm of her, the sport of storms,
Direct her course, and grant her pilot skill,
And bid them shun yon long projecting shoal,
If man's fond wish now meets Thy holy will;
In pity spare the youthful and the brave
From the dread horrors of the yawning wave.

Alas! not prayer's nor friendship's fondest wish Detains the monster from his wanted prey; Nor the heart-rending cry of suffering groans, Can the unpitying hand of ruin stay.

Borne on the driving blast, the yielding bark In fury rushes on the direful fate!

Till sad dismay, and hopeless bodings sad On the pale face and anxious features sat: While from a hundred voices, loud in air, Are heard the shouts of reckless, wild despair!

List to yon sudden shock! yon long, loud shriek!
What a sad tale of woe was chanted there!
When in one moment, brief as shadows' path,
Perished the young, the valiant, with the fair.
Yes, all is past! The mad'ning waves around
Rush in with cruel and o'erwhelming sweep;
And faint as echo falls upon the ear,
Are hushed those sounds amid the roaring deep;
And buried with their bark, in ocean's wave,
Lie youth and age—the tim'rous and the brave.

But could not one be spar'd to tell the tale,
To greet the longing eye of friends afar;
To paint the horrors of that midnight scene,
Some warrior brave, or tempest-daring tar?
Could not the father's joy, the mother's pride,
Be left in answer to the anxious prayer?
Was there no guardian angel, watchful, nigh,
To claim that youth as trophy of his care?
To shield the lov'd one of that youthful bride,
Nor with one breath the dreams of bliss deride?

No! 'mid the tangled sea-grass on the beach
Lay the fair forms of beauty and of youth;
All that once warm'd the soul and charm'd the eye,
For valour fam'd, or love of honest truth.
In one promiscuous group their bones shall rest,
(Save when the tempest shall arouse the deep,)
Till the last wak'ning sound shall start the dead,
And call the nations from their quiet sleep.
Then shall this spot, so fam'd for numerous woes,
The victims of its rude, unsparing rage disclose.

SHELBURNE, 9th April, 1832.

Loss of Brigantine "Jewess," of Tusket, and all on board.

The Brigantine "Jewess," 101 tons, William Crosby master, from Turk's Island for Yarmouth, with a cargo of salt, drifted ashore at Pubnico Point, on the 25th Novem: ber, 1844. She came ashore on her broadside, sails unfurled, and waterlogged. By her log book and Captain's abstract (found in the cabin,) it appears that on Saturday night she was reckoned to be 150 miles South of Seal Island, consequently the disaster must have happened on Sunday night. The supposition is that she was capsized by a squall or struck on a ledge and bilged. seamen, named Boutier (a Frenchman), was found dead in the foretop with an open knife in one of his hands. was entangled in the rigging, which kept him from falling This was the only body found. The Captain's trunk (which was saved) contained, besides considerable money, the vessel's clearance at Turk's Island, which was dated on the 6th November, thus giving her nineteen days' passage. The vessel subsequently went to pieces. Some of the materials were saved. The boat came ashore bottom up about an hour before the vessel. No insurance on vessel or cargo.

The following are the names of those who were on board:—William Crosby, master; Peter Robbins, mate; Gabriel Boutier, David Hamilton and Harvey Hamilton, (sons of Wells. Hamilton, of Tusket Lakes,) seamen; and John Crosby, (son of Thomas Crosby, of Yarmouth,) steward. The "Jewess" was owned by John V. N. Hatfield and the master.

Wreck of the Packet Schooner "Eagle," at Cape Cod.

LOSS OF FIFTEEN LIVES!

Schooner "Eagle," 88 tons, Israel D. Cann master, sailed from Boston on Sunday morning, 18th April, 1851, for Yarmouth, the wind at the time being North. She was seen on Monday, about sixty miles S.E. of Cape Ann by a vessel which put back to Salem, Mass. She was then lying to under a close reefed foresail, the gale blowing from the Eastward. On the 18th she drifted ashore near Truro, Cape Cod, dismasted and deck stove in. All on board perished. The following is a list of the passengers and crew so far as can be ascertained:

Passengers.—John H. Collins, (of the firm of Kittell & Collins, Boston, and son-in-law of Hon. James Bond, of Yarmouth;) John Cann, Junior, (brother of the master;) William Burton, (son of the Rev. Wm. Burton;) Lemuel Cook and James Cook, (sons of Caleb Cook, Esq.;) David Longstaff; George Porter; Robert Boyd; Oliver and wife, (Mic-Macs.)

Crew.—Israel D. Cann, master, (son of Captain John Cann, Milton;) Isaac Sullivan, mate; Zebina Wyman, Henry Patten, (son of Mr. Jonathan Patten,) seamen; John Forbes (colored), steward.

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In all fifteen persons, and all, with one or two exceptions, belonging to Yarmouth—active, industrious men, in the prime and vigour of life.

One dead body was found in the hold and buried at Truro. It was supposed to be that of Mr. Burton.

The "Eagle" was built expressly for the Boston route, and was launched only fifteen days previous to her departure from Boston. She was owned by John Cann & Son. No insurance on vessel or cargo.

[We have recently been informed that Mr. Burton was not among the "Eagle's" passengers.]

Distressing Shipwreck!

MARRATIVE OF THE WRECK OF THE BARQUE "ARGYLE," CAPTAIN JAMES BURTON, AND LOSS OF ALL HANDS EXCEPT ONE.

The Barque "Argyle," of Yarmouth, 408 tons, Captain James Burton, sailed from Glasgow, Scotland, for New York on Christmas Day, 1854, with a cargo of iron, and went ashore on Sunday night, 28th January, 1855, at Squam Beach, about twenty-nine miles below Sandy Hook, New York.

The shock was sudden—the waves immediately began to break over the vessel with terrific fury, and those on board, eleven in number, were compelled to seek safety in the rigging. They could see the shore indistinctly, about three hundred yards off, but as they could not venture on deck for the purpose of forming a raft, they were compelled to remain in the rigging, hoping that the long-wished-for morning might bring them some assistance. There was one passenger, a Scotchman, who, with one of the hands, a boy about 16 years old, was swept overboard with the same wave which carried away the boats. The others lashed

themselves to the masts, with the exception of one seaman, the only person of the whole crew who was saved. This man held on by his hands, in the foretop; and after an exposure of fourteen hours on the wreck succeeded in reaching the land by swimming.

At length, after six terrible hours of agony and suffering. during which they were drenched with spray and exposed to the piercing winter wind, the day began to break, and they saw a vessel about half a mile from them. They made signals and were answered, but whatever hope they might have entertained when they first observed her. vanished, as she proceeded on her course without taking further notice of them. It was, in fact, impossible to give them any assistance, situated as they were in the midst of breakers. No attempt, however, was made, and they now watched the shore with the most intense anxiety, as their last hope. They were soon gratified with the sight of a man; and in less than half an hour after there were some twenty or thirty on the beach. They had been observed by some person connected with the lighthouse, who obtained all the assistance he could. At this time there were nine men on the wreck, and it was believed that if a rope communication could be made with it and the shore, that they could be saved. The mortar was accordingly brought out. and a ball, with a rope attached, fired over the vessel. One of the crew succeeded in seizing it, and was proceeding to make it fast to one of the masts, when, from some cause, it gave way, and all subsequent attempts to establish a communication failed. It is said by some that this failure was attributable to some defect in the mortar or the other apparatus. As it was impossible to save them by this means, one of the persons on the shore volunteered to go off to the wreck in a boat if any others would accompany him: but there were none daring enough to venture their lives. All but this brave fellow considered it impossible to get through the surf, which was thrown to the height of ten or twelve feet on the beach, and he was accordingly forced to remain a passive spectator of the terrible scene before him.

About twelve o'clock one of the sailors fell from his place on the foretop, and, striking on the deck, was killed. He was afterwards found on the beach, with the front part of his skull broken in. The man who was saved was observed several times in the act of undressing and dressing again. but did not venture to leave the vessel till about two o'clock, after fourteen hours' exposure. Then, without any article of dress upon him except a pair of cotton drawers, he leaped into the sea, and made for the beach, which he succeeded in reaching after a struggle of twenty minutes with the waves, during which he frequently disappeared from the sight of those on shore. As he was completely exhausted, however, he would doubtless have been swept away by the receding waters had not one of the spectators gone into the surf, with a rope fastened round his waist, and helped him out. He was taken immediately to the house of Mrs. Betsy Chapman, about half a mile distant, where he received proper care and attention. An hour or so after, the Captain, evidently emboldened by the success that attended the first attempt, was seen making preparations to leave the wreck. Deliberately taking off his coat and boots, he descended the rigging, and running along the side of the vessel, jumped into the sea as far as he was able. As he appeared to be a powerful man, it was thought that he would succeed in reaching the shore safely: and this thought was confirmed, as they saw him about half way from the vessel struggling with unabated vigor. Their hopes were soon dispelled, however, as they saw him overwhelmed by a huge wave, after which he was seen no more till his body was thrown up by the sea upon the beach amid the fragments of the wreck. .

The vessel now began to break up, and the poor sufferers, exhausted by cold and long exposure, fell off one by one, until only five were left. There they were, within three hundred yards of the shore; but those who saw them dare not venture to their assistance, as the waves continued to run high, and it was almost impossible for any boat to clear the surf. Before night closed on the fearful scene, not a living soul was left on the wreck, and the timbers that were occasionally thrown on the shore showed that it would soon go to pieces. Before the next morning, not a vestige remained of the vessel, except a portion of her bows, which, it is supposed, was attached by a chain to the anchor which lay beneath.

All the bodies were found before Tuesday night, some of them eleven miles from the scene of the wreck. Four were taken to Squam, where they were interred in the Methodist graveyard, with appropriate religious services. Three were buried at Point Pleasant, which is about ten miles from the village of Squam.

The name of the seaman saved was Paul DeCosta. He shipped at Glasgow, and belonged to Canso, Nova Scotia. The four bodies which came ashore at Squam were recognized by him as Mr. Jones (mate); and seamen called John (a Frenchman); Augustus (a Frenchman); and Henry Prock (colored).

The bodies of the Captain and 2nd Mate were buried at Point Pleasant. Three more bodies came ashore at Shark River, about ten miles from the wreck.

The "Argyle" was owned by E. W. B. and J. W. Moody.

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Loss of Packet Schooner "Melrose," with all on board.

The Packet Schooner "Melrose," 69 tons, Enos Cook master, sailed from Yarmouth for Boston on the 28th October, 1861, and no tidings have since been received from her. On the evening of her departure there was a severe gale and a heavy sea. The following is a list of her passengers and crew, thirty-one in number:—

Passengers—Mrs. Hayes, New York; Mrs. Benjamin Redding, Yarmouth; Mrs. Robert Jenkins, and two children, Beaver River; Miss Saunders, Beaver River; Miss Vickery, Yarmouth; Miss Josephine Palmer, Yarmouth; Miss Sarah Gunn, Boston; Miss Mary Howell and young niece, Yarmouth; Miss Elizabeth Hague, Boston; William Bancroft, Yarmouth; David A. Wyman and Ansel F. Wyman (brothers), Yarmouth; Charles Bingay, Yarmouth; Charles Utley, Yarmouth; Robert Hilton, Carleton, Yarmouth Co.; Smith Hilton, Jr., Carleton; Charles Farrow, Boston; F. A. Severns, Boston; John W. Lawson, East Boston; Adolphus Davis, Beverly, Mass.; and two gentlemen belonging to Bangor, Me.

Crew—Enos Cook, master; Samuel F. Patten, mate; James Allen, steward; Joel Ritchie, David Shaw, and Thomas Smith, seamen.

' The following Lines were written by a Yarmouth lady one year after the departure of the "Melrose," and were published in the "Yarmouth Herald," of October 30th, 1862:—

LINES ON THE LOSS OF THE "MELROSE."

'Twas autumn—on a chill October eve,
When angry clouds careered along the sky,
And fitful winds, with mournful wall, did grieve,
As if they would forewarn of danger nigh.
Freighted with precious souls, a gallant bark
Sailed from our ahores to cross the stormy main,
And friend with friend, in that sad hour did part
On earth, alas! no more to meet again.

Night quickly came, with gloomy portents fraught,
And the fierce winds in fury did increase;
And many, sleepless, and with anxious thought,
For loved ones sighed, and prayed the storm might cease.
The storm did cease; the boisterous winds were stayed,
But what, in that dread night, the bark befell,
Or who, amid the storm, were undismayed,
The day of final doom alone will tell.

Twelve weary months have this night passed away,
And yet no tidings from the deep have come:
Hopes cherished long have ceased each heart to sway,
Bereaved ones yield reluctant to their doom.
But wounds are made which Time can never heal,
And brows are deeply marked with lines of care,
And homes, whatever joy their inmates feel,
Will evermore a look of sadness wear.

There perished in that bark the fair and gay,

The blooming maid, the young man strong and brave,
The husband kind, the aged parent's stay,
The gleesome child, the matron mild and grave:
All found a tomb within the restless deep,
And none are left the doleful tale to tell;
Old Ocean o'er them doth its vigils keep,
And evermore their funeral requiem swell.

Oh, God! how dark with mystery are Thy ways!
Thy judgments truly are a mighty deep;
And Thou dost hide Thy purpose from our gaze,
As Ocean doth its buried treasures keep.
Yet Thou art wise and good, and Thou wilt make
All mysteries clear when glory's crowns are given,
And sorrow now that doth our heart-strings break
Will but attune them for the joys of Heaven.

To some who perished on that dismal night
We are assured that th' exchange was gain,
And that their spirits took an upward flight
To endless joy from momentary pain.
And we will hope for all—for who can say
But fervent prayers did from that bark ascend,
That He who heard a dying culprit pray
Would as they sank in death their souls befriend?

Oh! ye whose loved ones sleep beneath the wave, Who sadly mourn like Rachael for her dead, Whose every thought is gloomy as the grave, Who will not pray, nor yet be comforted—Yield to your God, bow to His Sovereign will, Trust in His name who is the sufferer's friend, Who real good will bring from seeming ill, And cause our many trials here to end.

Look forward to that day which yet will come,
When what we know not now, we then shall know,
And what has long been wrapt in midnight gloom,
We then shall see in Heaven's transparent glow;
When those who part in time in Heaven shall meet,
From earth and ocean come its ranks to swell,
And while each crown is laid at Jesus' feet,
All will exclaim, "He hath done all things well."
Yarmouth, Oct. 28th, 1862.

Loss of the Schooner "Compeer," of Tusket.

The following is an extract from a letter sent by a passenger to his Brother in Yarmouth, respecting the loss of this vessel:—

Downs, England, Jan. 24th, 1865.

Don't be surprised when you read the heading. No doubt ere this all friends have given me up as a lost sheep. We came to anchor last evening in the Downs, after taking a pilot at Dover. The first fair wind we leave for Antwerp, in Belgium, where the ship is bound. I left Sydney, C. B., in the Schooner "Compeer," Captain Blauvelt, for Yarmouth, on Friday, December 16th, 1864. For six days we had a succession of head winds, and on the seventh were blown off the coast. The Captain then determined to steer for the West Indies. After changing our course we encountered gales of wind for ten days. We then attempted to return towards Nova Scotia, but could make no headway, as we had lost nearly all our sails. After four days spent

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in fruitless efforts to return, the vessel sprang a leak on Thursday morning, January 5th; the coal starting at the same time threw her on her beam ends. All hands immediately set to work in low spirits throwing out the coal (with which the vessel was loaded), in the meantine keeping her up with the pumps. We all were just giving up with fatigue and hunger when we found the leak—a hole about the size of my arm, and pretty near the bottom of the vessel. I can assure you that we were pleased at the discovery, as we were unable to work longer, having then been fifteen days on an allowance of two potatoes in the morning, and a biscuit and a cup of tea in the evening. hard fare for Christmas Day, and I longed for some of the rich food that was wasted at your tables on that day. Thursday night it blew a hurricane, and Friday morning the vessel was again thrown on her beam ends for some moments, and began leaking again badly. Imagine, if you can, our feelings while pumping all day to keep her up. Friday, at 3.30 p. m., we gave up pumping, and all went below except the man at the wheel. The Captain then said that as we could not keep the vessel from sinking we had better satisfy our appetites with the few biscuits we had left, and give ourselves up to God. I can now hardly realize my feelings at that dismal moment. While we were talking, the man at the wheel cried out the joyful words, "Sail ahead!" We sprang to our feet and on deck with the strength of lions, as though we had been feeding on the best of food. As a signal of distress the Captain hoisted the flag, union down. The vessel came near enough to speak her, and we informed those on board of our con-The Captain immediately laid his vessel to and dition. sent a boat for us, the sea at the time raging furiously. The boat was manned by three men, and while nearing the Schooner they cried out to us to be ready and jump in the boat, which we did quickly, as it was impossible to do more than save ourselves. All we saved was what he had on, and that not very clean. On arriving on board the vessel, she proved to be the Barque "Maximilian," Capt. Richan, of Yarmouth, from Philadelphia for Antwerp. A kinder man than Captain Richan I have never met.

WM. I. QUINAN.

Loss of the Barque "Rising Dawn."

The Barque "Rising Dawn," 516 tons, William D. Robertson master, who had his wife on board, (and a truehearted and brave woman she proved to be, as we shall see in the sequel,) sailed from Boston, Mass., on the 2nd June, 1866, for Ivigtut, Greenland, in ballast. On Sunday, the 12th August, the vessel was crushed in the ice, and sank suddenly. All on board saved themselves in the three boats, with some provisions and necessaries. and Mrs. Robertson (a young woman) and one party went in the long boat. The rest were divided between the Ship's pinnace and the gig. For two long days and nights they dragged their weary way through the pan ice for sixty miles. One of the men in the long boat was taken very ill with the fever and ague, and unable to row any longer. Captain took his oar and rowed for the rest of the day, and his wife took the helm, and steered the boat, she leading off bravely and imparting courage to all. They finally reached the Island of Umanack, remarkable for its sterility and its two sugar-loaf rocks, one of 1,600 feet, and the other towering up to 4,000 feet above the level of the sea. Here the exhausted party remained for two days. They made tents to sleep under, out of the ship's spanker and gaff topsail, and sought rest after all their fatigues and anxieties. They left this barren rock to pursue their journey to Ivigtut, and fell in with an encampment of Esquimaux, who furnished them with a guide to take them to Ivigtut, which was about thirty-five miles from Umanack. Ivigtut is a Danish settlement, with one branch of industry, the cryolite mines, which are worked only during the short months of summer. The Controller of the Port took the Captain and his wife

to his house; the rest of the shipwrecked party had a large room given them to live in; and all received great kindness from the Danes, who furnished them with such provisions as they had. Captain and Mrs. Robertson and the crew of the "Rising Dawn" spent eight days with their hospitable entertainers, and then left the ice-bound coast. As all could not go in one vessel, the party was divided—the Captain and his wife, two mates, two men and a boy went in the "Mira," of Nova Scotia, bound to Philadelphia; two men went in a Brig called the "Ellena," of Arundel, England; and four men went in the "George D. Marsh," of Gloucester, Mass., for Philadelphia. All these vessels were loaded with the one staple commodity, cryolite. The "Mira" and the "Ellena" arrived safely at their destinations; but not so the "George D. Marsh." After proceeding on her voyage as far as the Magdalen Islands, she foundered during a heavy gale on the 11th September. The four men of the "Rising Dawn," in company with eleven others of her own crew, saved their lives by taking to the pinnace of the former vessel, which, fortunately they had brought with them, as the boats of the "George D. Marsh" were washed away. They rowed to a fishing Schooner, and were taken on board, and landed at Amherst, Magdalen Islands.

The "Rising Dawn" had been six weeks in the ice before her loss. Barques "Dreadnought," Smith, of Nova Scotia, and the "Annie," Reynolds, were also lost at the same time.

Loss of the Ship "Fanny Fern," with five lives, on the Coast of P. E. Island.

The Ship "Fanny Fern," 622 tons, John Butler master, from Miramichi for Cork, Ireland, deal laden, went on shore at "Horse Head," Lot 1, P. E. Island, during the storm of Saturday night, October 29th, 1866. All the masts were carried away close to the deck. The crew remained on board until Monday morning about 8 o'clock. when the mate, Mr. Smith, and six of the crew, got on shore without accident, although the weather was still stormy, and the sea breaking heavily. He (Mr. Smith) remained about three hours on shore, waiting for the sea to calm down; but, a flag being put up over the stern of the vessel, he started to go on board, taking with him two landsmen, Michael Shea and — McCarrey. They got safely on board. The captain and the remainder of the crew got into the boat; and when about half way to the shore, a large sea struck her, upset her, and left the poor fellows struggling in the water. Two boats were on the beach, which were immediately pushed off. They were not prepared, but out they went. Several of the persons on shore rushed to their necks in the water to try to save the poor fellows. It was a sad sight. The captain was the first to reach wading ground, but he could not stand, as the sea was breaking over him, and he would soon have perished had not a friendly hand come to his assistance. Four others of the boat's crew were saved in an exhausted condition. But, sad to relate, Michael Shea and McCarrey were drowned, besides Mr. Smith (the mate) and two sea-Their bodies were all recovered, and interred on the 31st October, at Tignish. Shea and McCarrey were both honest, upright men, greatly regretted in the neighborhood where they resided. Mr. Smith, the mate, belonged to Wexford, Ireland.

The "Fanny Fern" was owned by Lyman Cann and others. Vessel insured \$1,600 in "Atlantic" office. Freight insured \$1,600 in "Atlantic" and "Commercial" offices.

Loss of the Barque "Elizabeth Jenkins," by Collision in the English Channel.

THE CAPTAIN AND WIFE, STEWARD AND WIFE, MATE AND FIVE STAMEN DROWNED!

The Barque "Elizabeth Jenkins," 667 tons, Thomas D. Richan master, from London for Boston, Mass., laden with scrap iron, was run into by the Ship "Agra," Captain Evans, off the "Owers Light-vessel," at 8 o'clock, p. m., of the 15th November, 1866, and immediately sank. The Captain and his wife, Steward and wife, Mate and five seamen were drowned. The remainder of the crew were saved by getting on board the "Agra." Captain Richan could have saved himself, but he rushed below to bring his wife from the cabin, and before he could regain the deck, his vessel sank. One of the men saved, had his collar bone dislocated in getting on board the "Agra." The men who were saved went into the cabin of the "Agra," to get dry clothes, etc., when a singular accident occurred. The boy belonging to the "Agra" was getting out the medicine chest for some strappings for the injured man's shoulder, when by some means or other he fired one of the signal rockets which communicated with others, and filled the cabin with flame and sulphur. Several of those in the cabin were burnt; but two of the men from the "Elizabeth

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Jenkins" were so severely injured that immediately after the Ship's arrival at Spithead they were sent on shore.

A lawsuit was subsequently instituted in the High Court of Admiralty of England, and came up for trial on the 20th February, 1867, resulting in a verdict for the owners of the "Elizabeth Jenkins," the Court holding the "Agra" solely to blame, and condemning her in damages and costs.

An appeal was subsequently made to the Judiciary Committee of the Privy Council, which gave a decision reversing the judgment of the previous Court, so far as to hold both Ships to blame for the collision; consequently, the combined loss was equally shared by the contesting parties, each paying their own costs. It is said that the legal expenses of this suit amounted to about £1,700 sterling.

The "Elizabeth Jenkins" was owned by A. F. Stoneman and others.

Loss of Schooner "Dezette," and whole of the Crew.

PROVIDENTIAL RESCUE OF CAPTAIN ANDREWS.

The Schooner "Dezette," 31 tons, William Andrews master, on a fishing voyage, struck on Gannet Rock Ledges, about twelve miles below Yarmouth Light, at 3 o'clock on the morning of June 13th, 1867, and soon went to pieces. As she broke up, the men, one by one, were swept off, until only one besides the Captain continued to cling to the portion of the wreck that still held together. When the destruction of the vessel was complete, these were both launched into the sea. The seaman immediately sank, and was seen no more; but Captain Andrews succeeded in reaching the "trunk," and on this frail support drifted in the Bay for fifteen hours, being first carried by the flood

tide to within a short distance of the mouth of Yarmouth harbour; then by the ebb tide to the southward of the scene of the shipwreck; and finally, by the next flood, assisted by a favorable wind, carried to the vicinity of Pinkney's Point, where providentially he was discovered and rescued by Mr. William Kinney, and conveyed, in an exhausted condition, to his residence at Little River, having, as above stated, been fifteen hours in the water. The names of the persons who perished by this disaster—all young men—were: Herbert Kinney, Enos Beales, Thos. Beales, Nathan Andrews, Charles Larkin, Justine LeBlanc, Michael Muise, Joseph Jacquard.

The "Dezette" was owned by the master, and Messrs.

David Pinkney and Robert Kinney. Vessel and outfits insured \$1,000 in the "Commercial" office.

Loss of the Barque "Manitobah," on the Coast of Cornwall, England.

THE CAPTAIN'S WIFE AND TWO CHILDREN, AND FOUR SEAMEN DROWNED!

The following is the Captain's account of the wreck of this vessel, as furnished by him to the "Yarmouth Herald":—

[To the Editor of the "Yarmouth Herald."]

Dear Sir,—You have doubtless seen various statements relative to the melancholy circumstances attending the loss of my vessel, the Barque "Manitobah," 698 tons, at the "Buck Rocks," on the coast of Cornwall, England, and I feel it my duty to give your readers a correct account of my sad misfortune.

I sailed from Havre, on the 30th day of January, 1872, at about 2 p. m., weather fine, wind S.E. At about 3 a. m. of the 31st, I passed the "Casquettes," and hauled to W.,

wind S.S.W., strong breeze and weather heavy, which so continued until about 3 p. m., when the wind suddenly increased to a gale. All hands were called to shorten sail, but some sails were blown away before they could be taken I reduced sail as speedily as possible, until we were under two lower topsails, reefed upper maintopsail, foresail and foretopmast and mizzen staysails. At about 6 p. m. the weather cleared, when I made the "Lizard" Lights bearing N.N.E., distant (as I judged) eighteen or twenty miles, vessel heading W., by the wind. I now kept away W.N.W., until nine, vessel running eight knots. "Lizard" Lights were now out of sight, and I anxiously looked for the "Wolf Rock" Light, (which is a red and white revolving one,) but could not discern it. I now kept off N.W., until eleven, gale increasing, with heavy squalls of rain and sleet, vessel running nine knots. About this time I made a bright revolving light from aloft on my port bow. After watching this light some minutes I felt satisfied that it was "St. Agnes," Scilly, and feeling confident from the distance we had run that we were well to the Westward of "Land's End," I kept away N.N.E. After running this course about thirty minutes I made a fixed light on my starboard bow, which I supposed was the "Longships," but a few minutes later I saw low lights around it as if from a town. I immediately gave orders to starboard the helm, and called all hands to brace up the yards, which was done with alacrity, and whilst they were bracing up the yards I made the land close to leeward. now gave orders to make sail as fast as possible, thinking we could weather the land, but in a few minutes I saw this was impossible, as the land was making out on the lee bow. I then gave orders to wear, as the only hope of saving the The helm was immediately put up, maintopsail halyards and sheets let go, and everything done to wear in the least possible space. She fell off rapidly, but when dead before the wind, her bow struck a rock, and she fell broadside against the cliffs. The sea now rolled over her with frightful fury, and amid the intense darkness, roaring surf, breaking spars and shivering canvas, it was almost impossible to see or hear any one, or be heard, or dare anything except hold on for life. Knowing that if any one was saved it must be done quickly, I commenced to look anxiously

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for some means of escape. The vessel's quarter was close against a rock over which the sea did not appear to break. This rock I thought I could reach, and with a rope open a way for saving myself and family. I then went into the cabin and brought my wife to the pilot house with the babe Divesting myself of all burdensome clothing, in her arms. I took the other child in my arms, and taking the end of a rope in my hand, I jumped on the rock, but almost instantly an immense wave swept me off, and I was carried out in the surf, with the child in my arms. I was washed back and forth several times until my strength became exhausted. and I ceased to struggle, and became insensible. On recovering consciousness I found myself wedged in a fissure in the cliff so tightly that I could hardly extricate myself. My son had disappeared. As I regained strength I gradually crawled up the almost perpendicular cliff.

After those on board supposed I was drowned, a brave seaman, named Edward Burgoyne, attempted to get ashore with a rope, but he was drowned. Shortly after this a heavy sea swept over the vessel, carrying away the pilot house, in which were my wife and youngest child. vessel now listed off, the weather side being all broken in, and the broken stuff was carried under her other side and formed a kind of floating bridge, and the crew who were lashed on the outside of the inshore side of the vessel got on this wreckage and all got safely ashore. Ten minutes later the other side fell away and everything was carried to An hour and a half after the vessel struck, not a vestige of her remained in sight. After I got to the top of the cliff and recovered a little strength, I commenced wandering about, in the hope of finding some one, -and finally came to a small farming house, where the crew had just arrived, and who told me the fate of my poor wife and child. We were kindly treated by the family, and made as comfortable as circumstances would admit of. Daylight at last came, and I was forced to realize my dreadful situation; my home and family all gone, and I, barefoot and with scarcely sufficient clothing to cover my body, and about eight miles from Penzance, the nearest town. After some delay I procured teams and drove to town, where I was kindly treated and my bodily wants supplied. During the afternoon, the body of my infant daughter, aged eleven



months, was washed ashore near Penzance, about eight miles from the wreck. The body of my son, aged three years and three months, was found on the following day near the fatal spot. The remains of the seaman Burgoyne were also found in pieces in different places; but the body of my dear wife was never recovered. Every kindness and sympathy which Christian friends could bestow was rendered me, and I desire by this, my only means, to express my deep feelings of gratitude towards the inhabitants of Penzance, and also to the Nova Scotian and American Shipmasters at Cardiff and Liverpool, who so readily came forward to render the only assistance which one mortal can render another under such trying circumstances. May God bountifully reward them, and may they never be called upon to pass through such sudden and deep affliction.

Your deeply afflicted servant,

A. R. Durkee,

Master late Barque "Manitobah."

YARMOUTH, Feb'y 27th, 1872.

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Loss of Barque "Kate Smith."

CAPTAIN, FIVE SEAMEN, STEWARD AND HIS WIFE, AND A PILOT DROWNED!

A Thrilling, Affecting Narrative of Shipwreck, Suffering and Death!

This is another melancholy addition to the many ocean calamities we have been compelled to chronicle, and is a sad realization of numerous incidents of the vast deep, which, brimful of fearful scenes and death, afford food for the fancy of the curious. The terrors of this horror of the sea tell not only of the blinding snow, the mountainous and maddening billows, and the crash of timbers, but to these are added hunger, perishing cold and death—a fate that strikes the steadiest heart with the most appalling

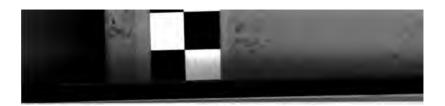
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force. No more terrible shipwreck than this had occurred on the Jersey Coast for fifteen years, and none more disastrous.

The Barque "Kate Smith" was a thoroughly built vessel, of 409 tons, and thought to be able to withstand the roughest weather. She was launched in 1864, and owned by Messrs. Wm. Rogers, B. Hilton and others, of Yarmouth. She was laden with about 500 tons of pig lead. consigned to a house in New York. Her captain was Wilson Hamilton, a native of Yarmouth. pleasantly from the time of leaving Les Passages, Spain, until the night of Wednesday, January 25th, 1871. At noon on Sunday, the 22nd January, in lat. 38, they fell in with the Pilot Boat "James W. Elwell," No. 7, of the Sandy Hook Pilots, and took therefrom Mr. Joseph Hussey, one of the company of that boat. From that time till 10 o'clock at night of the 25th, nothing of note happened, but then it suddenly commenced blowing and snowing so fearfully, that half an hour later it was deemed advisable not to run further before the storm, but to tack ship and stand in for shore. This was done. At 2 o'clock the wind increased to such an extent that the foretopgallant sail was taken in. With every second, the maddening wind blew more furiously, and the snow was so thick that the moment began to be a critical one. At 4, the first mate and Pilot Hussey came on deck and relieved the second mate, who went below and sat by the fire till 5 o'clock, as the night was piercing cold; when, getting warm, he went to his berth and there remained half an hour. At the expiration of that time he was called on deck to help tack the ship again, as there were "Breakers Ahead," and the vessel was running on shore. Obeying the summons instantly, without waiting time to dress, Newcomb, reached the deck just as a perceptible tremor ran through the vessel, and all knew in that terrible storm

(worse than many of the sturdiest mariners had ever seen) that they were aground on an inhospitable shore. The men's efforts to wear ship were herculean, but useless. The mainyard was squared, but the wheel, by the force of the vessel's striking, had been torn from the helmsman's hands, and was flying round with such rapidity that none at that second could stay it. It was a period of intense agony. So soon as the officers found the Barque would not move from her perilous position they ordered burning torches to be used, which was done; but their feeble light seemed a mockery against the seething masses of waves as they struck the vessel and rolled back to land. Then the mainsail was hauled up, and orders given in a calm voice by the Pilot to prepare the port boat for launching, as he knew now it was a matter of life and death.

This was attempted, but, unfortunately in getting overboard, it was capsized and filled with water. Efforts were made to right it, and were successful, and the mates by bailing freed it of water, until they were almost benumbed. Orders were then given for the boat to be manned and proceed to the shore and obtain assistance from the Life The outlook to reach the shore in safety Boat Station. seemed such that only the first mate (McDonald) and two seamen were willing to obey the command; the others feeling that it were better to take their chances with the Government Life Boat, assured by Pilot Hussey to be not far away. The sea was now breaking over the vessel with such force that meither of the remaining boats could be got The boat containing the mate had landed safely, although theatened with being overturned several times. At last the Barque went over on her broadside and the sea was more terrible than ever. The Captain and Pilot now ascended to the maintop and awaited the arrival of the Life Boat, which they had hopes would soon be sent off. Part of the crew preferred remaining on the top of the



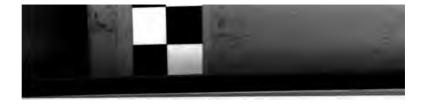
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cabin, which they did; but it required the utmost exertion to keep from freezing, and frequent words of encouragement were extended to the crew. All this while the Steward's wife was almost bereft of reason, and finally one wave caught her and she was being washed into the sea, when second mate Newcomb caught her and lashed her in the main rigging, more dead than alive, as the cold was fearful. The minutes slipped by; but expected deliverance from shore did not come, and about 8 o'clock the horribly angry ocean had battered in the hull of the once noble vessel, and she commenced breaking up aft, followed quickly by other portions being crushed. The crew were now despairing of any help, and were told by the second mate Newcombwho seemed to be one of the coolest and most heroic on board—that he was going into the main rigging, as it was the safest place. But they refused to follow him, and he soon found himself in company with the Captain and Pilot, who had been in this elevated position for some time. Then it was advised by one of these to get down and reach. part of the wreck, and take the chances of being floated ashore. This was not acted upon; yet soon those in the maintop came down; but they had hardly reached the quarter deck when, with a fearful crash, the mainmast went over the side, followed quickly by the mizzenmast; and the poor half-frightened wife of the Steward, who had remained where lashed by the second mate, became involved in the wreck.

"For God's sake, help me!" was the despairing appeal of the lost woman. No one to reach her and free her from the wreck. The waves beat over her and with a roar, as if they exulted in the work! How she tried to throw off the debris of wreck. How she clung to life, and called for her husband; but there was no helping hand, and another wave washed her far out into the sea; and her husband, in his despair, jumped on the pilot house as she

disappeared, to look out into the depths of the angry gulf beyond, when still another wave washed him from it, and carrying him into the breakers, his soul went to join that of his helpmate in life.

THE FORLORN HOPE.—The dismemberment of the vessel was now becoming complete. It was destruction indeed. The storm continued unabated and the cold more intense than ever. The cabin deck now broke loose, and the Captain, Pilot and remainder of the crew, eight in number. were carried toward the shore, where the surging, angry breakers were running mountain high, and they thought for the moment this accident would be their deliverance at last: but some part of the wreck suddenly stopped it, and that instant the sea dashed over the wretched beings and stifled the new hope that had been born within them. One at a time its occupants were washed off and drowned. Helping themselves was now almost impossible, as their perishing condition told fearfully against them. "Oh, how cold we were," said Newcomb, "at this time." A boy, George Ford, a bright-eyed youth, was caught, while being washed off when the deck first went into the sea, and afterwards put on a piece of timber and urged to try and reach the shore; but he was unsuccessful, as the terrible undertow caught him, and he was carried out to a watery grave. Now, there remained upon this portion of the vessel, but Captain Hamilton, Pilot Hussey and Second Mate, Newcomb. The Pilot's hands were terribly frozen, as also were the Captain's, and their strength fast leaving them. Then came the fatal moment, and another wave striking and washing over the deck, the Pilot and Captain were swept off and drowned; but by Providential aid the Second Mate was washed to the beach, where Solomon and George Marshall, (brothers), living on the beach, rendered him such assistance as his benumbed and exhausted condition required. Thus, but four of a crew of thirteen persons were saved.



The last scene was frightful to behold. As each man, one after the other, was sent into eternity, their cries of despair were terrible; and this, with the Barque going fast to pieces, and the beach strewn with masts, yards and planks of the hull, it was a sight the surviving crew will never forget.

WHERE WAS THE LIFE-BOAT?—Second Mate Newcomb adds that after getting on shore and resting a while he was assisted to Life Saving Station No. 16, one mile South of the wreck, where he found Mr. McDonald, the first Mate, who had left in the port boat soon after the vessel struck. The Station was in charge of a Mr. Bond, and Newcomb said that the life boat was found on a waggon in the boat house, and no efforts had been made to launch it.

THE LOST AND SAVED.—The following is a correct list of the lost and saved, with their last place of residence:—

Lost.—Wilson Hamilton, (Captain), of Yarmouth; Jos. Hussey, (Pilot), of Boat "James W. Elwell," No. 7 Sandy Hook Pilots; Ansel McConnell, (seaman, aged 18 years, brother-in-law of the Captain, and son of Mr. James McConnell), Yarmouth; William Gordon, seaman, of Medford, Mass.; George Creamer, seaman, of Bremen or Hamburg; Charles ——, seaman, of Lisbon, Portugal; George Ford, seaman, of Portsmouth, England; Frederick Durham, steward, of Holland; and his wife, Margaret Durham, a native of North Shields, England.

Saved.—Caleb McDonald, first mate, of Pictou, N. S.; Thomas Newcomb, second mate, of Union Springs, Cayuga Co., New York; Peter Sanders, seaman, of Liverpool, England; Bernard Hammason, seaman, of Bremen.

Mr. Hussey was made a pilot in 1856 and was 38 years of age. He was highly esteemed by all who knew him as an honest, steady and upright man. The flags of the Pilots were hung at half-mast for three days in respect to his memory.

A Voyage with many Rudders !

INDOMITABLE COURAGE OF A YARMOUTH CAPTAIN.

The Greenock (Scotland) Advertiser relates an extraordinary story of courage and perseverance on the part of a Shipmaster, as follows:—

Captain George W. Churchill, of the Ship "Research," 1,459 tons, of Yarmouth, N. S., has brought his vessel safely from Quebec to this port in a leaky and disabled condition, after a prolonged and perilous passage of EIGHTY-EIGHT DAYS, during which the Ship was exposed to an almost continuous gale, sometimes reaching the violence of hurricanes, suffered much damage in hull, spars and sails, and got the decks repeatedly swept while lying in a helpless state in the trough of a mountainous sea. The officers and erew suffered much labor in shifting sails, working the pumps, and from exposure to the elements, and the occasional scarcity of provisions. There were on the voyage opportunities of abandoning the vessel - a course which would have been taken by commanders of less determination and integrity; but Captain Churchill stuck to his ship, and we hope that his daring and ingenious efforts to preserve vessel and cargo will be acknowledged by those to whom their abandonment would have been a serious loss.

The "Research" sailed from Quebec, timber laden, on the 10th November, 1866, and passed through the Straits of Belleisle, a difficult passage at that season. On the night of the 26th, although there was almost a calm, the barometer fell to 28°, and the canvas was instantaneously reduced to close reefed topsails, and next morning a tremendous gale from the N.W. burst on the Ship, carrying away and tearing all the canvas from the yards. A heavy sea broke the rudder a little below the rudder-case, and the rudder chains parted. Attempts were made to secure it by hawsers, but in vain, and it began to break in pieces, so that it was necessary to lighten the cargo aft to get tackles on it. Next day it was found necessary to make more sail

to keep it from striking heavily on the stern post; and, as the hawser was chafed off, it was still going to pieces. They were, however, afterwards enabled to secure what was left of the rudder by tackles, and by the help of the sails the vessel was kept on her course until the 29th, when it was unshipped by a sea and rendered useless. A jury rudder was commenced and was shipped on the 2nd of December, but there being a cross sea the hawser parted and it was lost. Nothing daunted by this sudden failure, Captain Churchill tore down the remainder of the wheelhouse, the rest having been previously carried away, took a spare topmast, bolted a quantity of deals on it, and put it over the stern to act as a steering oar by means of tackles, but the vessel would not obey it as she "payed off," and it was taken on board, and the ship lightened forward. On the 4th of December the rudder was again put over the stern, and an attempt made to get the vessel to "pay off" before the wind, but without effect. Next day it was "weighed" and again put over the stern, when it broke about ten feet from the upper part, but ultimately they managed to get the vessel to "pay off" and to keep her before the wind with the sails and the fragment of the rud-The rudder was again taken on board and spliced and repaired, and on the 9th an attempt to ship it failed by the gear giving way. The weather continued very stormy until the 14th of December, heavy seas breaking over the vessel and staving in the forward deck house and provision locker. On the morning of that day a temporary lull enabled them to get the rudder shipped; but during the next day the stock was broken and it was rendered useless. The Captain and crew having managed to unship the stock on - the 21st of December, commenced a new rudder, it having been impossible from the hurricanes and high irregular seas to begin work sooner; as during the time which had elapsed since the last rudder was disabled the ship was rolling about in the trough of the sea with one of the pumps disabled. The new rudder was got into its place on the 2nd of January after much labor, but as it had no power over the vessel it was found necessary to put an additional rudder over the stern like a steering oar, worked with tackles from inboard, and this had the necessary effect until the 5th of January, when the stock of the other was

carried away and the rudder lost. Up to the 10th of January the vessel was subjected to a series of hurricanes and heavy seas, which swept the decks, stove in the hatches, and carried away the bulwarks; but on that day the indomitable commander prepared to send down the mainyard to make a new rudder, which, after several mishaps in trying to ship and secure it, was got into its place on the 13th This rudder not being able to command the ship, Captain Churchill, on the 25th January, (the ship in the interim having been spoken by three vessels and supplied with provisions,) proceeded to make another, which, after several ineffectual and heart-rending efforts, was shipped on the 27th January; but no sooner was it in its place and put to use than the stock gave way and left it disabled. Determined to bring his Ship to port, Captain Churchill, "setting a stout heart to a stey brae," again set to work, made a fresh rudder, and got it shipped up the rudder post on the 1st February, the vessel being then in lat. 49 N., long. 12.13 W., having been driven back from the latitude of Tory Island by North and East gales. The wind having now become favorable, and the rudder fully answering its purpose, the Ship proceeded up the South Channel, and at Ailsa Craig fell in with a tug which brought her to this port. She has been berthed at "Wooden Wharf," where the last rudder is an object of considerable curiosity. Captain Churchill had previously distinguished himself in extricating vessels during storms from dangerous positions, and on one occasion saved a Ship from being destroyed by fire."

The following is an extract from a letter from Messrs. Wm. Lindsay & Co., Greenock, to Thomas Killam, Esq., owner of the "Research," under date of 16th February, 1867:—

"We have no doubt whatever you will be glad to learn that the Underwriters of London, Liverpool and Glasgow, and the owners of cargo uninsured, have subscribed a very handsome sum as a testimonial to Captain Churchill, the mate, and boatswain, to be presented them on Wednesday next, in the Underwriters' Rooms, Glasgow. The present consists of three Vellum Certificates from Lloyds', Liverpool and Glasgow; a Gold Watch and Chain from Union Marine Insurance Company, Liverpool; a solid Silver

Salver, from the Underwriters' Association, Glasgow; and a sum of about £70 in money for Captain Churchill. mate (Mr. Aaron Churchill) and boatswain (Mr. George Marshall) are each to receive a Silver Chronometer Watch. with suitable inscriptions, and a Sextant; the latter from the Union Marine Insurance Company, who had a small interest in cargo. We have never heard of a more deserving case than this, and it has afforded us much pleasure in placing Captain Churchill's merits before the various Associations. The writer is the underwriting member of our firm, and he considers it a duty you owe the underwriters of this country that you place this statement before your insurers, so that they may show those deserving some mark of approval. As shipowners, we think such a presentation will do good in encouraging masters to do their duty when exposed, as Captain Churchill has been. We may mention, in conclusion, that the piece of plate comes from the Glasgow Underwriters' Association, without being expected, they having no interest whatever in this vessel.



ITEMS OF INTEREST.

Brigantine "Herbert Huntington," 380 tons, launched July 30th, 1856, was the first vessel belonging to Nova Scotia which carried "Forbes' Patent Double Topsail Yards."

The first vessel from Nova Scotia rigged as a Barquentine was the "Loyalist," 218 tons, launched October 3rd, 1838, owned by E. W. B. Moody, Esq. She was then called a three-masted Brigantine.

Barques "Traveler" and "Talisman," launched in 1872, owned by Messrs. Dennis & Doane and others, were the first vessels from Nova Scotia, which carried Double-Topgallant Yards.

Barque "Almira Goudey," 971 tons, launched in 1878, and owned by Zebina Goudey and others, was the first vessel owned in Yarmouth (and perhaps in the Province) which carried "Fitted Royal Masts."

Yarmouth became a Port of Registry in 1840.

The Lantern and apparatus for the Yarmouth Light House on Cape Forchu, arrived on the 8rd October, 1839, and were put in operation for the first time on the 15th January, 1840.

Cape Sable Seal Island Light was put in operation for the first time on the 28th November, 1831.

The Yarmouth Marine Railway was put in operation for the first time on the 1st October, 1870. Brigt. "Alexander William" was the first vessel taken on it. The "Yarmouth Marine Insurance Association" began business in March, 1837.

The "Acadian" (Marine) Insurance Company of Yarmouth began business in March, 1858.

The "Commercial" (Marine) Insurance Company of Yarmouth began business in April, 1861.

The "Atlantic" (Marine) Insurance Company of Yarmouth began business in February, 1865.

The "Pacific" (Marine) Insurance Company of Yarmouth began business in February, 1870.

The "Oriental" (Marine) Insurance Company of Yarmouth began business in January, 1874.

The following is a copy of the first telegram for Yarmouth,

via the East India Line:—

"New York, April 7th, 1865.—To Nathan Utley, Yarmouth:—Ship 'Kensington' was loading at Akyab on 18th March. News by telegram to Charles Gumm, London, received March 25th.

(Signed) THOMAS DUNHAM."

This was previous to the working of the Atlantic Cables, which will account for the length of time occupied in its conveyance from Queenstown to New York by Mail Steamer.

The first message from Yarmouth over the Atlantic Cable was sent on the 19th November, 1866, by John W. Lovitt, Esq., which contained one hundred letters, and cost \$50.

The first message received at Yarmouth over the Atlantic Cable was on the 4th December, 1866, by J. W. Moody, Esq., Lloyds' Agent, from England.



West India Voyages, &c.

Seth Barnes sailed for the West Indies in the Schooner Polly," owned by himself, on the 5th December, 1775, and returned on the 25th April, 1776. He was absent four months and twenty days. Among his crew were John Allen, hired at 40s. per month, who took out two quintals of codfish as a venture; and Jonathan Merrithew, who received £10 5s. 11d. for the run. The cargo home consisted of sugar, molasses and rum. The vessel sailed again on the 9th January, 1780, and was absent about four months.

The intercourse of the old settlers was not at all confined to New England and New York (as some suppose), although the most of their business was carried on with Boston and Salem, Mass. They also traded with the West Indies, Newfoundland, Halifax, and other Nova Scotian ports.

FINIS.



ERRATA.

Since the pages of this Book were printed the following errors have been detected:—

Page 23—1794—Schr. "Pilgrim," 57 tons, should be omitted. Page 31—1814—Ship "Bittern," 300 tons, should be marked with an asterisk, and not as a Prize.

Page 57—1853—Barque "Mary," 416 tons, should be omitted. Page 170—1860—The name of Mr. John Burrell, should be omitted from among the crew of the Schr. "Hatfield." He was lost in 1852, in the Schr. "Calla," of which vessel he was chief mate.

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APPENDIX

TO THE

RECORD OF THE SHIPPING

— of —

YARMOUTH, N. S.

FROM 1876 TO 1884, (INCLUSIVE).

COMPILED BY

J. MURRAY LAWSON.

YARMOUTH, N. S.:
PRINTED AT THE "HERALD" OFFICE.
1884.



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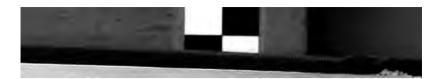
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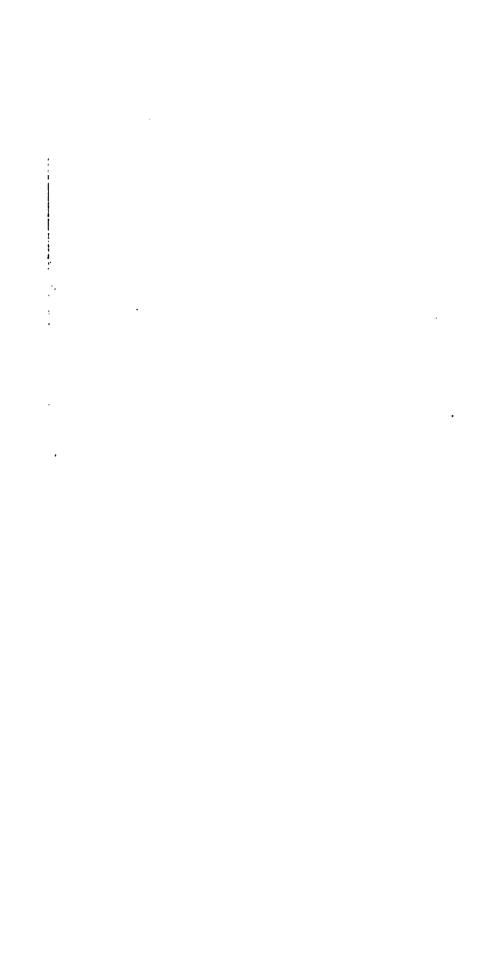
Entered according to Act of Parliament of Canada, in the year one thousand eight hundred and eighty-four, by

J. MURRAY LAWSON,

IN THE OFFICE OF THE MINISTER OF AGRICULTURE.

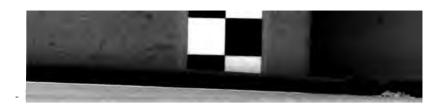
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PREFACE.

THE present volume is an outgrowth from the publication in the *Yarmouth Herald* of February 4th, 1875, of a list of the vessels lost out of the County down to that date.

In that, to some extent incomplete and, in places, unavoidably incorrect record, so much interest was generally manifested throughout the County and abroad that the compiler was induced, after no little solicitation, but with much anxiety, to undertake the more elaborate work known as the "Record of the Shipping of Yarmouth." That volume, issued in the spring of the following year, met with a cordial reception. After the lapse of nearly a decade, an Appendix seems to be demanded, in order to complete the remarkable record of casualties to Yarmouth vessels since 1875.

The subscriber therefore places the present volume in the hands of the public, confident that the inherent interest of its varied story will attract attention, and that the kind appreciation which met its predecessor will attend the reception of this later contribution on the same subject.

J. MURRAY LAWSON.

YARMOUTH, N. S., October, 1884.

14 RECORD OF YARMOUTH SHIPPING - APPENDIX.

owned in Canada, was launched in 1884. This one vessel of two thousand one hundred and fifty-four tons (appropriately named the "County of Yarmouth") measures as much in tonnage as did the whole Yarmouth fleet of forty-two vessels seventy years ago.

In 1876 there were registered, as belonging to Yarmouth, two hundred and fifty-four vessels, aggregating one hundred and thirty-one thousand, seven hundred and twenty-three tons, and it will be noticed that the tonnage and number steadily increased until 1879, when no fewer than two hundred and ninety-seven vessels, representing one hundred and fifty-three thousand, five hundred and fifteen tons in measurement, were on the Since that date we regret to observe that the amount of tonnage has steadily decreased, until at the beginning of 1884 the figures had receded to two hundred and twenty-five for the number of vessels, and one hundred and eighteen thousand, five hundred and four for tonnage, a quantity of tonnage less than that of 1875, and a number of vessels fewer than those of 1867. Indications are not wanting that the showing of the present year may be still smaller.

It is not within the province of our present undertaking to trace the causes or probable result of the changes now going on in the commercial world by which iron and steam vessels are gradually supplanting their rival wooden sailing ships in the competition for the carrying trade. But such is undoubtedly the fact: and wooden ships, for so many years the favorite investment of Yarmouth capitalists, are finding the task of obtaining profitable business growing yearly more and more difficult. Already the Pacific trade has become the principal theatre of Yarmouth shipping operations, and what was at the time of our first publication somewhat of a rare event, has now become the rule.

Her ships are gradually leaving the old Atlantic routes for voyages to the far East, Java, China, India and California.

The compiler of these memorials of the perils, and in so many sad instances, of the death in discharge of duty of Yarmouthians, whose names ought ever to be remembered with admiration and spoken of with respect in their native County and Province, believes that the varied narratives here gathered will prove to those who shall peruse them of absorbing interest and not without valuable suggestions. In that belief he commits the work to their kindness and the friendly appreciation of his endeavor to do his best in the direction here indicated.







Corrected List of Vessels owned in the County of Yarmouth from 1822 to 1832.

Those marked (*) are Vessels purchased from other ports.

Whilst preparing the "Record of the Shipping of Yarmouth" the writer experienced much difficulty in placing vessels built during the years from 1822 to 1831, owing to the absence of the official record of the port for that period. He has since been presented with the "Book of Admeasurement for the Port of Yarmouth" for those years, and as many of the vessels were incorrectly placed, and others omitted, the list is here reproduced.

1822.

Omit brig Waldo, 230, Anthony Landers.

RECORD OF YARMOUTH SHIPPING - APPENDIX.

1823.

SCHOONERS —

Experiment, 67, Charles G. Coffin.
Good Fortune, 66, Rufus Symonds.
Albion, 51, Charles G. Coffin.
Minerva,* 32, Nathan Utley and others.
Margaret, 24, Amable Bourbon and others.
Fame, 15, James Ritchie, Nathan Shaw and others.

1824.

BARQUE -

Fair Acadian, 310, James Taylor.

BRIGS -

Security, 261, James Taylor and others. Tusket, 158, George Bingay, George W. Bond.

SCHOONERS -

Dandy, 43, James B. and E. W. B. Moody and others. Fish Hawk, 25, Jeremiah Healey. William and Margaret, 25, Prince Kinney.

1825.

SHIP.—

Yarmouth, 267, Andrew Gardner and others.

BARQUES -

Margaret Johnston, 378, Geo. Bingay, Geo. W. Bond. Mary Ann, 279, Jas. Taylor, Jas. B. & E. W. B. Moody, R. Dixon.

BRIGS --

Talisman, 262, Benjamin Bingay. Waldo, 199, Anthony Landers. Thales, 192, Anthony Landers. Bittern, 146, Anthony Landers.



18 RECORD OF YARMOUTH SHIPPING - APPENDIX.

SCHOONERS—

Hope, 75, James Baker.
Castor, 43, Anthony Landers.
License, 43, Sylvaine Porter and others.
Freetown, 43, Charles Cuttreau and others.
Shepherd, 37, Amos Dennis and others.
Sally Ann, 18, Manasseh Cook.
Dartmouth, 10, Jacob Tedford.

1826.

SHIP-

Jean Hastie, 280, John Jenkins and others.

BARQUE -

Dove, 220, Anthony Landers.

BRIGS—

Recovery, 328, Jas. Taylor, Jas. B. & E. W. B. Moody. Thiskisson, 305, George Bingay. Hibernia, 255, George Bingay. Ugonia, 199, Anthony Landers. Milton, 126, John Killam.

BRIGANTINE -

Dove, 130, John Kinney.

SCHOONERS -

Mercator, 86, Reuben Clements.
Emeline, 78, Robert Kelley, Silas C. Kelley.
Caledonia, 65, Samuel Kelley.
George, 52, John Durkee.
Argyle, 50, John Hardy.
Edward and Mary, 40, Edward Crosby.
Olive Branch, 32, Joshua Trefry.
Sea Flower, 30, J. and H. Larkin.
Jane, 28, John Crosby.

Miriam, 12, Benjamin Redding.

SLOOP-

Primrose, 13. Robert Huston, Caleb Cook.

1827.

SHIP-

Sarah, 349, John Bingay.

BARQUES -

Zetes, 363, Anthony Landers. John Atkins, 315, Charles G. Coffin. Hebron, 252, Anthony Landers.

BRIGS -

Clarence, 254, George Bond, Benjamin Tooker. Stranger, 237, Benjamin Bingay. Leopard, 130, James Dennis and others.

SCHOONERS-

Joseph and William, 95, Joseph Stoneman.

Abigail, 89, George Trefry.

Ann, 67, George Trefry.

Hannah, 54, B. Bingay, James Bingay, Seth Johnson.

Sir Rupert D. George, 52, Jonathan Moulton.

Ayr, 44, John McCormack.

Fly, 42. C. Richards and others.

Isabella, 41, Babines, at Tusket.

Sarah, 38, Israel Lovitt.

Fair Lady, 28, Rufus Kinney.

Daniel Dana, 26, Philip and Crocker Hemeon.

1828.

BRIGS

Brenda, 255, George Bingay. Rhoda, 221, Anthony Landers. Jasper, 163, Eben Scott. Norval, 90, James Kerr, D. Alexander.



20 RECORD OF YARMOUTH SHIPPING - APPENDIX.

BRIGANTINES—

Speculator, 110, Israel Doane. Emerald, 105, Caleb Cook. Elizabeth (or John), 89, James Bond.

SCHOONERS -

Oceanus, 81, Ambrose Dennis, James Jenkins. Brisk, 80, David Flint. Mary, 71, Joseph and John Tooker. Ruth and Hannah, 71, John Kinney. Fly, 65, George Bingay. Caroline, 56, Charles G. Coffin. Star, 48, James A. Dennis, John Tooker. Black Snake, 47, Silvine Potier and others. Frances Ann, 43, Jonathan Moulton. Sarah, 40, Eben Clark. Olive Branch, 37. Comfort Haley. Adventure, 33, Waitstill Patch. Tusket Lady, 30, Boudreaus and Peter Amero. Swan, 30, John Porter. John, 28, P. Surette and others. Defiance.* 26. Eleazer Hemeon. Isabella, 25, owned at Tusket.

1829.

BRIG --

Trinidad, 160, John Killam.

BRIGANTINE -

Romney, 111, Benjamin Bingay.

SCHOONERS -

Jane Kelley, 108, Robert Kelley. Charles and Margery, 105, Joseph Tooker. Lapk, 97, George Bingay.

RECORD OF YARMOUTH SHIPPING -- APPENDIX.

George and Sarah, 86, Joseph Tooker. Creole, 79, George Bingay, Thomas B. Tooker. Matilda, 75, Leonard Weston, Gilbert & John Pinkney.

Thomas and Jane, 65, Thomas Crosby.

Mary Elizabeth, 62, Lemuel Crosby.

Sarah, 54, William Harris.

Hope, 53, Dennis Crocker.

Shelburne,* 49, Jacob Wyman.

Prosperity, 48, George Bingay and others.

Maitland, 24, Frank LeBlanc, Richd. VanHorn, P. Doucette.

Margaret, 21. Benjamin and Jonathan Raymond. Trial, 18. Arthur and William Kittle.

In the years 1830 and 1831, the brig Jane Kelley and the following schooners should be omitted, as they were misplaced in the previous edition, viz.:—George and Sarah, Oceanus, Mary, Ann, Tusket Lady, Sea Flower, Fair Lady, John, Margaret, Maitland and Trial.



22 RECORD OF YARMOUTH SHIPPING -- APPENDIX.

CORRECTED ABSTRACT.

1822	.	182	ī.	
1 Brigantine,	107 tons.	1 Ship,	349 tons	
6 Schooners,	223 "	3 Barques.	930	
		3 Brigs,	621 "	
7 vessels,	330 tons.	11 Schooners,	576 "	
1823	.	18 vessels,	2476 tons	
6 Schooners.	255 tons.	1828	8.	
1824		4 Brigs.	729 tons	
1 Barque,	310 tons.	1	s, 304 "	
2 Brigs,		17 Schooners.		
3 Schooners,		24 vessels.	1864 tons	
6 vessels,	822 tons.			
		1829.		
1825	•	1 Brig.	160 tons	
1 Ship,	267 tons.	1 Brigantine.	. 111	
2 Barques,	657 "	15 Schooners,	943	
4 Brigs,	799 "			
7 Schooners,	269 "	17 vessels.	1214 tons	
14 vossels,	1992 tons.	1830.		
1000		2 Brigs.	205 tons	
1826	•	9 Schooners,	344 "	
1 Ship,	280 tons.		 -	
• •	220 "	11 vessels,	549 tons	
5 Brigs,	1213 "	183	1	
1 Brigantine,				
10 Schooners,	473 "	1 Brig,	160 tons	
1 Sloop,	13 "	13 Schooners,	353 "	
— 19 versels,	2329 tons.	14 vessels,	513 tons	



RECORD OF YARMOUTH SHIPPING - APPENDIX. 23

CORRECTED GRAND TOTAL OF THE TONNAGE OF YARMOUTH UP TO THE CLOSE OF 1875.

1695	vessels, mea	sur	ing,		345.227	"
18	Sloops,	•	•	•	807	••
969	Schooners,				47,588	••
185	Brigantines,		•		28,522	"
162	Brigs, .			•	35,230	4.
255	Barques,		•		140,555	".
100	Ships, .		•		91,113	• •
6	Steamers,				1,412	tons.



LIST OF VESSELS

Owned in the County of Yarmouth, N. S., since 1875.

Those marked (*) are Vessels purchased from other ports.

1876.

SHIPS-

Stewart Freeman, 1485, L. E. Baker, R. W. Freeman. John Murphy, 1471, John and C. E. Murphy and others. Vancouver, 1376, George H. Lovitt. J. S. Wright, 1274, N. Churchill.

Marion, 1226, A. C. Robbins.

Bertie Biglow, 1142, Dennis & Doane and others. Crusader, 1124, Thos. E. Kelley, C. E. Durkee & others.

BARQUES -

Hugh Cann, 1073, N. B. Lewis and others.

Romanoff, 1049, A. F. Stoneman & Co., J. W. Moody & others.

Reviewer, 991, Jonathan, Dennis and C. E. Horton and others.

Mary I. Baker, 865, L. E. Baker.

Souvenir, 828, Wm. D. Lovitt.

Glonalla, 771, S. J. and A. M. Hatfield.



RECORD OF YARMOUTH SHIPPING - APPENDIX.

BRIG -

Louisa,* 227, Gilbert Sanderson.

BRIGANTINE -

Clarence, 138, B. Rogers & Son.

SCHOONERS -

Sarah T. A. Frost,* 102, A. F. Stoneman & Co.

Lucretia Jane, 87, B. Rogers & Son.

Arizona,* 85, S. D. D'Entremont and others.

Moero, 83, J. H. Porter & Co.

Helen,* 76, William Redding.

lda May.* 70, William Ryder.

Lois, * 66, William F. McDonnell.

Bessie,* 61. Wm. Law & Co., B. Davis, J. Murphy.

Vidette,* 58, N. D'Entremont and others.

Chlorus, 57, John Goodwin and others.

David Howes,* 56, Benjamin Davis.

Queen of the Cape,* 55, F. R. S. Mildon & Co.

Sabra Killam, 55, William A. Killam and others.

River Rose, 53, Ladd, Porter & Co., and others.

Sarah J. Killam, 51, Wm. A. Killam, Moses & Sterritt and others.

Summit,* 49, A. Goudey & Co.

Juvenile.* 47, B. Rogers & Son.

Anna Louisa, 47. Reuben Gardner and others.

Temple Bar, 47, C. V. Amero and others.

Vanguard, 47, James Amero and others.

Precursor, 46, John Larkin and others.

W. E. Wier,* 46. Joseph Goodwin and others.

Ospray,* 45, D. D'Entremont, M. Amero.

Evangeline,* 44, B. Rogers & Son.

Will-o'-the-Wisp, 41, J. D'Entremont and others.

Beulah Benton.* 41, Isaac Ryder, Hiram Spinney.



M. and W. P.,* 40. William F. McDonnell.

Rose,* 40, Manning Peters.

Valiant,* 39, J. Roberts and others.

Magnolia,* 35, Willoughby Goodwin.

Henry R.,* 34, Andrew D'Entremont and others.

Ago,* 34, Terrence Rodgers.

Maud, 33, A. and R. Nickerson and others.

Gazelle,* 30, I. H. Goudey & Co.

Ripple,* 30, Ladd, Porter & Co.

Josephine,* 29, I. H. Goudey & Co.

W. S. McLeod,* 25, W. B. Goodwin and others.

Village Belle,* 25. Ladd, Porter & Co. and others.

Gypsy,* 22, Henry Purdy.

Willie, 21. William E. Gardner.

Cygnet,* 20, Perry & McNeil, John Crosby.

Laleah,* 20, G. W. Ellis and others.

NOTE — The three-masted schooner "Austin" was this year rigged into a barquentine, and a hurricane deck built upon her, which increased her tonnage 113 tons, thus making her register 433 tons.

1877.

SHIPS -

St. Cloud, 1528, William D. Lovitt.

Lennie Burrill, 1328, Wm. Burrill & Co., W. D. Robertson.

Tsernogora, 1252, Thos. B. Flint and others.

Tollington, 1062, Dennis & Doane and others.

BARQUES...

Lizzic Perry, 1122, William Law & Co. and others.

Verity, 1022, S. J. and A. M. Hatfield and others.

Navarch, 994, John, James J. and E. H. Lovitt.

Aspatogon, 840, W. H. Moody & Co. and others.

BRIGANTINE -

Louise Coipel, 143, Parker, Eakins & Co. and others.

SCHOONERS -

Florence B. Parr, 91, Parker, Eakins & Co., J. A. Hatfield. Brenton, 70, W. H. Redding, J. F. McLarren. Nokomis, 67, Joseph R. Rogers. Regina, 57, A. C. D'Entremont and others. J. M. Manning, 56, F. Coutreau and others. Veloz, 54, Parker, Eakins & Co. Proditor, 53, D'Eons and others. Laura Gertrude, 47, A. F. Stoneman & Co. and others. Frank Moses, 46, William A. Killam and others. Merino, 46, Raymond Amiro and others. Estella, 45. William A. Killam and others. Nina Kean,* 45, S. Goodwin and others. Maitland, 44, Josiah Ellis. Joanna,* 44, A. Goudev & Co. J. D. Pavson, 41, Cyrus Perry and others. Village Belle, 40, James Lennox and others. Safe, 35, John Halstead, Smith Harding. May, 28, John Rodgers.

1878.

Essence of Peppermint, 22, Wm. and Jos. D. Surette.

SHIPS -

Wild Rose,* 25, Isaiah Goodwin.

Zouave, 20, Frank Frost and others. Dove, 20, M. D. Porter and others.

Everest, 1680, Wm. D. Lovitt, Ruby, 1392, A. C. Robbins and others, Cyprus, 1392, C. J. Kelley and others, Vandiemen, 1347, George H. Lovitt, Morning Light, 1310, Aaron Goudey, George H. Perry, Mabel Taylor, 1298, Wm. Law & Co. and others, Equator, 1273, Henry and N. B. Lewis and others, Ismir, 1259, Jacob Bingay and others,



Nuncio, 1252, A. F. Stoneman & Co. and others. - San Stefano, 1196, Dennis & Doane and others. Dunsyre, 1083, S. J. and A. M. Hatfield and others.

BARQUES ---

Joanna H. Cann, 1168, Hugh & H. B. Cann, G. W. Tooker. Oriental, 1056, S. J. and A. M. Hatfield and others. Eml. Swedenborg, 799, Zebina Goudey and others. Fanny L. Cann, 797, Lyman Cann and others.

BRIGANTINES -

Milo,* 208, Samuel Killam. St. Michel, 121, J. H. Porter & Co.

SCHOONERS --

Dreadnot,* 104, Wm. Law & Co. and others.
Odessa,* 92, Benj. Davis.
Water Lily,* 90, Benj. Davis, S. Killam, jr.
Yarmouth Packet, 75, W. G. Sims, A. W. Eaton.
Sea Foam, 75, T. J. Perry and others.
Angeline, 67, H. V. Porter, P. V. Coutreau.
Manomet,* 58, S. Killam, jr. and others.
Baneret, 55, R. Goodwin and others.
Alfred, 46, S. P. Raymond and others.
A. M. Holt,* 35, Aaron Goudey.
Alonzo,* 35, M. W. Perry.
George Killam, 30, Wm. A. Killam, T. O. Woodworth.
Stella, 24, Cyrille Mouleson and others.

1879.

STEAMER -

Alpha,* 306, Samuel Killam.

SHIPS -

William Law, 1599, Wm. Law & Co. and others.

Charles, 1500, John and C. W. Murphy, R. B. Raymond, Jessie Burrill, 1396, Wm. Burrill & Co., J. R. Blauvelt, Narwhal, 1327, John Sovitt, Jas. J. Lovitt, L. D. Weston.

BARQUES -

Thomas Perry, 1192, Wm. Law & Co. and others. Venezuela, 983, Killam Bros., W. D. Killam, E. C. Byrns.

BRIGANTINE -

Cora, 233, Charles W. Carty.

SCHOONERS -

Gladiator,* 115, Parker, Eakins & Co.

Maria Catherina,* 87, George Jacques, B. Robinson.

Lizzie M. Stewart,* 74, Parker, Eakins & Co.

Anna McGee, 57, M. Amero and others.

Titania, 52, Jacob Bingay.

E. L. Perkins,* 45, Joseph Goudey, J. A. Tedford.

Vivid, 43, Thos. R. Crosby.

Flora Bell, 35, Charles N. Nickerson.

A-la-mode,* 28, Mark A. Amero and others.

Helen G. Nickerson, 20, M. Ricker and others.

1880.

SHIPS -

Abbie S. Hart, 1450, Wm. Law & Co., J. A. Hatfield and others.

Novara, 1445, Wm. D. Lovitt.

Vandyck, 1377, George H. Lovitt.

Nettie Murphy, 1373, John Murphy and others.

N. B. Lewis, 1325, N. B. and Henry Lewis and others.

BARQUE —

Patagonia, 1199, Killam Bros, and others.



BRIGANTINE -

Erma, 181, Samuel Perry and others.

SCHOONERS -

Delta,* 103, Israel Steele. Montebello,* 95, Parker, Eakins & Co. Coral Leaf, 68, Geo. B. Goodwin and others. J. W. Raymond, 35, E. and C. Raymond, G. C. Brown.

1881.

STEAMER -

Freddie V., 26, Hugh Cann, A. W. Cann, H. B. Cann.

SHIPS-

Minnie Burrill, 1465, Wm. Burrill & Co., W. D. Robertson.

Thomas N. Hart, 1460, Wnt. Law & Co. and others. Nyl-Ghau, 1252, John Lovitt, J. J. Lovitt, E. H. Lovitt.

BARQUES -

H. B. Cann, 1299, H. Cann, H. B. Cann, Rodolph Cann.Emilie L. Boyd, 1240, Wm. Law & Co. and others.Zebina Goudey, 1087, Zebina Goudey and others.

BRIGANTINE -

Wanderer,* 249, D. A. Saunders, H. & R. Crosby.

SCHOONERS-

Etta,* 107, Wm. Law & Co., E. Nickerson and others. Hattie R., 94, E. Raymond and others. Louise, 85, J. H. Porter & Co.



31

1882.

SHIPS-

Vendome, 1550, Wm. D. Lovitt. Euphemia, 1367, H. and N. B. Lewis and others. Vanduara, 1367, George H. Lovitt.

BARQUES -

Guiana, 1265, Killam Brothers and others. Neophyte, 1056, John and James J. Lovitt.

BRIGANTINES -

Acadia,* 241, Benj. Davis, Saml. B. Davis.
A. Fred. Archer, 169, George Crosby.
Lottie E., 167, E. Raymond, J. W. Raymond and others.

SCHOONERS-

Roseneath, 110, Byron Hines.
Winnie L., 99, Hatfield, Kinney & Co.
Lennie (de novo), 99, George Crosby.
R. Leach,* 99, Wm. Law & Co. and others.
Pioneer,* 99, Eleazer Crowell.
Mary Jane,* 79, Wm. Winter, H. Crowell, C. Clements.
Amie D., 70, G. D. D'Entremont and others.
Shelburne,* 59, Wm. Larkin.
Silver Moon,* 56, Zebina Goudey.
Ottawa,* 54, Benjamin Davis.
E. L. Perkins,* 45, A. F. Stoneman & Co.
Lumen, 30, J. H. Porter & Co.

1883.

STEAMERS—

Marina, 32, John E. Murphy.

Island Gem, 15, A. M. Hatfield and others. Islet, 5, A. H. Kelley.

SHIPS-

Fred. B. Taylor, 1798, Wm. Law & Co., J. A. Hatfield and others.

Mary L. Burrill, 1455, Wm. Burrill & Co.

BARQUE ---

Palermo,* 799, Zebina Goudev and others.

BRIGANTINES ---

Boston Marine, 172, J. H. Porter & Co. Florida,* 99, Hatfield, Kinney & Co.

SCHOONERS -

Lottie W. Fairfield (tern), 164, Jacob Bingay.

Byron, 124, Byron Hines and others.

Kathleen, 117, Benj. Hilton, G. E. Cann and others.

Circassian, 115, Wm. Ryder and others.

Harry Lewis, 111, H. & N. B. Lewis.

Beatrice, 109, A. F. Stoneman & Co.

Maria, 109, Hatfield, Kinney & Co., Byron Hines.

Emma S., 102, Benj. LeBlanc, John E. Gridley and others.

Opal, 97, Parker, Eakins & Co.

Hazel Dell, 87, S. L. Oliver and others.

Annie M. Bell, 64, L. V. Amero and others.

Sigefroi, 40, J. H. Porter & Co.

Nettie Parks,* 39, A. Perry and others,

Ida Peters,* 32, Parker, Eakins & Co.

Oregon,* 30, Peter Amero.

Mary F.,* 27, Parker, Eakins & Co.

Willie M., 24, Josiah Ellis.

Lloyd, 23, T. Corning and others.

1884.

STEAMER ---

Arcadia, 62, Wm. H. Cook, F. G. Cook and others.

SHIPS ---

County of Yarmouth, 2154, William D. Lovitt.

Ellen A. Read, (about) 1750, Wm. Law & Co., J. A. and N. B. Hatfield.

Vanloo, (about) 1520, George H. Lovitt.

Naulpactus, 1399, John Lovitt, James J. Lovitt.

SCHOONERS -

Onyx, 138, Parker, Eakins & Co.

Ethel, 117, J. H. Porter & Co.

E. Raymond, 96, E. Raymond and others.

Hazel Glen, 95, S. L. Oliver and others.

Edith A., 81, George D. D'Enfremont and others.

Jacques, 58, Hatfield, Kinney & Co.

Kingfisher (de novo), 47, A. F. Stoneman & Co.

S. A. Crowell, 23, Luke LeBlanc and others.

Alma, 18, M. LeBlanc and others.

Index,* 16, S. C. Hood, Thos. Guest.

Rowdy, 16, D. A. Roberts, Jos. Roberts.

Jessie May, 14, Arthur E. Allen.

[[]NOTE - The above were all the vessels added in 184 up to the time of printing this list [



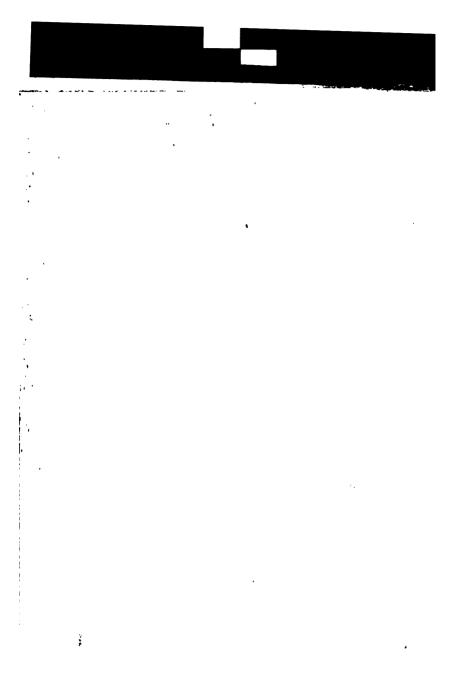
ABSTRACT.

1876.				1880.					
7 Ships,	9,098	tons.		Ships,					
6 Barques,	5,577	**	1	Barque,	1,199	44			
1 Brig,	227		1	Brigantine,					
1 Brigantine,	138		1	Schooners.	301	46			
42 Schooners.			11	vessels,	8,651	tons.			
57 vessels,	17,032	tons.	1881.						
4.0	-		1	Steamer, Ships,	26	tons.			
1877.			! 3	Ships,	4,177	"			
4 Ships,	5,170	tons.	3	Barques.	3,626	; c			
4 Barques,	3,978	••	1	Brigantine, Schooners,	249	"			
1 Brigantine,		**							
22 Schooners,		44	11	vessels,	8,364	tons.			
		tons.	1882.						
31 vessels,	10,287		3	Ships,	4.284	tons.			
_			Barques,						
1878.			3	Brigantines,	577	"			
11 Ships,	14,482	tons.	12	Schooners,	899	"			
4 Barques,			20	vessels.	8,081	tons.			
2 Brigantines.			İ						
13 Schooners, 786 "			1883.						
			3	Steamers,	$\frac{52}{3,253}$	tons.			
30 vessels,	19.417	tons.	1 2		3,253 799				
			9	Brigantines,					
1879.				Schooners,					
1 Steamer,	306	tons		•					
4 Ships,	5,822		26	vessels,	5.189	tons.			
			1884.						
2 Barques,			. 1			tons.			
1 Brigantine,			4	Steamer, Ships,	6,823	4.			
10 Schooners.	556	••	12	Schooners.	719	66			
18 vessels,	9,092	tons.	77	v <i>е</i> же <i>l</i> к,	100. 7	tons.			



RECAPITULATION.

12	Steamers,		•				1,858	tons.
143	Ships,		•				151,192	44
278	Barques,						164,050	"
163	Brigs,			•			35,457	"
197	Brigantine	эн,	•				30,643	: 6
1105	Schooners	,		•			55,537	• •
18	Sloops,					•	807	"
 1916	vessels,				•		439,544	tons.



1875.

THE MUTINY

ON BOARD

THE YARMOUTH SHIP "LENNIE."

MURDER OF CAPT. JOHN G. PERRY.

38

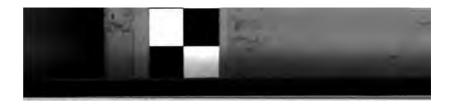
THE "LENNIE" MUTINY.

On Sunday morning, October 31st, 1875, an atrocious conspiracy, ending in a series of the most brutal murders ever recorded, was formed on board the ship "Lennie," of Yarmouth, N. S., which sailed from Antwerp, in ballast, on the 23d of that month, for Sandy Hook for orders.

There were on board sixteen persons, viz.: Capt. Stanley Hatfield (son of Mr. James Hatfield, of Riverdale, Yarmouth), master; Joseph Wortley, of Belfast, mate; Richard McDonald, of St. John, N. B., second mate; Constant Von Hoydonck, of Belgium, steward; Henry Trousselot, sixteen years of age, Dutch, cabin boy; and able seamen, Matteo Cargalis, thirty-six; Parosios Leosis, thirty; Pascales Caludis, thirty-three; Giovanni Saros Moros, thirty-one—Greeks; Giovanni Carcaris, twenty-one; George Kaida, twenty-two; Georgios Angelos, nineteen—Turks: Guiseppe Lettes, twenty-two—Austrian: Giovanni Canesso, thirty-four—Italian; Peter Petersen, twenty-six—Dane: Charles Renken—English.

The details of the mutiny are best given in the evidence of Von Hoydonck, the steward, adduced on the trial of the prisoners in London before Sir Thomas Henry. He deposed as follows:—

On the morning of 31st October, I was in my berth about 4 a.m., and I was awoke by a noise on the poop. I then said to the second steward, who slept in the berth below me, "There is a row: turn out, and see what time it is." He went to the fore cabin and looked



at the clock, and said to me, "It is twenty minutes past 4." We then went together to make some coffee, and took six steps up to the deck, but the companion doors were shut, and the boy told me they would not let him up. I tried to go up then, but the prisoners Caludis and Leosis were standing there, and Caludis asked me what I wanted. I told him I wanted to go to the galley to make the coffee. He told me there was plenty of time between that and 8 o'clock to make coffee; the best thing I could do was to stop down below. They were standing against the door, watching, so that no one should come out of the cabin. Before this I heard the order "about ship." The braces got foul. hands would be wanted for putting the ship about. The captain said, "This is always the case" (referring to the braces), "you are no sailors, you are a lot of soldiers." Then I heard the captain halloo, the same as if his throat was cut; he cried, "Oh! oh!" I heard four or five kicks on the deck. He was killed right over the top of my head; that was how I heard so well. The next I heard five shots fired, and all hands went forward after the reports. The shots were very shortly after one another. About twenty minutes after, I heard a second rush on deck, all over the main deck, as if they were after the second mate. Then, about 5.30 or 5.45 a. m., all hands came down into the cabin, the whole eleven of the prisoners. Before that I went to the captain's cabin through the skylight as soon as I heard the row, but found no one in it or the mate's cabin. I found in the captain's bunk two loaded revolvers, and I took possession of them. Then I went to the boatswain's cabin, and found he was not there. Four a. m. would be the time for changing the watches. The crew were divided into two watches, the first and second mates' watches. The first mate's watch would

he from 12 to 4 a.m., and the men in that watch were Renken, Geo. Green, the boatswain, the little Greek Angelos, Johnny Moore, the Austrian, and Kaida. rest were in the second mate's watch. After the row I went to the pantry and put the revolvers amongst a lot of dried apples used for the men. Then I went to the skylight and tried to get out. Charley Renken was standing at the wheel, and sang out, "There is the steward coming out of the skylight!" I put my head in then, and shut the skylight inside, and remained till all hands came down. George Green said. "Well. steward, we have finished now." I said, "What did you finish? I heard the row on deck, I thought there was something up." Green said, "We have killed the captain, mate and second." I said, "Where are the bodies now?" He answered, "We have thrown them overboard. Can you navigate the ship?" All the prisoners heard him; they were standing round. He said. "I know you can navigate; you must take charge of the ship." I said, "Where do you wish to go?" He said. "We have made up our minds to go to Greece. You take the ship to Gibraltar and we find Greece. I have got a rich uncle there, me and my cousin, Johnny Moore. We will sell everything in the ship and divide the money. The sextants and charts you can have. My uncle will see you right; you shall be master of some of his ships. He is an owner of ships. will divide the money, and you shall have your share as well as the boy. Then we will scuttle the ship, take the boats, and go ashore." I agreed to navigate the ship for them. I went on deck about ten minutes past 6 o'clock to work the ship. I made a fair wind of it. squared the yards, and ran her straight for the Bristol Channel. I gave the orders, and the men obeyed my orders as if I was the master, on condition that they

were to go to Greece. There was blood on the poop deck on the starboard side, also on the main deck, in the fore rigging, and on the forecastle. There were drops all over the poop and main deck and against the paint. The blood was on the starboard fore rigging, five or six feet from the rails. I had last seen the captain on going to bed. Charley Renken, Peter Petersen. the Austrian, French Peter, and Big Harry washed up the blood. George Green then cut the name off one of The little Greek cut the name off the forethe boats. castle head on both sides, and Joe the cook was painting the name off the ship's stern. Nicholas helped to get the ladder over and fasten the frame; and Charley Renken passed the paint over the stern. The boatswain made the paint. After washing the decks the men searched the cabins of the captain, mate, and second mate, and took all the valuables to the forecastle. All were engaged in searching. On the day of the murder, I saw an old rusty double-barrel pistol in Joe the cook's hand, in the cabin. It was after breakfast. It was loaded, and it was a long horse pistol, with one barrel broken. He said, "This is no good, steward." I said, "No, you had better throw it overboard": and I did not see it afterwards until it was found by the French authorities on the shelf in the boatswain's cabin. Next morning, about 11, we met schooners and steamers coming out of the Channel, and Charley Renken said, "You are not going to Gibraltar; I can see it by the course." I said, "Never you mind where I am going. I am in charge of the ship now, and I will go where I like." He was then relieved from the wheel, and Charley said, "You are bound for the English Channel." He went forward, and then the men came aft, and French Peter said to me in French, "Charley says you are going to the

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Channel." I said, "Never you mind. You told me to go to Gibraltar, and I will, believe me." I altered my course at dinner time, after I got the sun with me, to go into Isle de Re. Nothing more was said that morning. When we got to the Isle de Re on the 4th of November at 9.30 p. m., and laid the ship to at Sables d'Olonne, one of the islands close by, it was fine weather, with a north-east wind. Big Harry and French Peter said to me, "Steward, where are you going now?" said, "I want to stop here to-night and see if we can't get a fair wind in the morning." I gave the order to shorten sail, and told them it would be best to let go the anchor and wait for a fair wind. French Peter said. "No, we won't do anything of the sort. You have nothing to do with the case; we are not going to suffer here for it." He said, "We'll stop here till morning," and they agreed, and put the ship under short canvas. I told the boy to write some letters in French and English, and I watched that no one was coming down to see him writing. They were signed also by me, and I threw about six copies overboard in bottles that night. They were written in French and English, and I signed my name as steward. Joe the cook and also the boatswain that day spoke to me about the bodies. Joe, when I asked what they did with the bodies, said, "They made fast a force pump to the captain, and they put some mooring chain fast to the chief officer, and five or six ringbolts fast to the second mate, and threw the bodies overboard." Green told me the same thing. None of the others would tell me anything about what they had done. Joe told me the same day that he had shot at the chief mate in the fore rigging on the starboard side. On the 5th we went out to sea again, because they would not agree to let go the anchor. Green said, "You have nothing to do with the case, but

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you may choose to sell all my countrymen." I said, " No, I shall not sell your countrymen, but it is no use going to sea to carry all the sails away." I said, "I will go out to sea again to please you, but you are no friend of mine, or you would stick to me, as you are an officer in this ship." He said, "If I did, they would kill me." We went out to sea for three days, and then Peter Petersen, after we got clear of the land, took charge of the ship. When out of sight of land French Peter said, "I will do the same with you as I have done with the others." He spoke in French. I answered, "I was prepared to die as much as he; that they might do as they liked with the ship, and I would do no more." He said at first, "You go down below; we don't want any more of you," and then Petersen took charge of the ship for two days - from the 5th in the morning to the 6th at night. Then French Peter came to me in the cabin, and said, "We want to see the land: what course are we to steer?" I said, "Let the man who is in charge of the ship tell you; don't come and bother me." He went for a while on deck, and then Big Harry came down and said, "Steward, you take charge of the ship again; that fellow can't navigate, I know." I said, "Yes, on condition you leave me alone, obey my orders, and I will see you right." All hands came down to the cabin, and I told them I would only take charge on condition that none of them interfered with Then Big Harry said, "The first man who interferes with the steward in the navigation of the ship we will cut his ears off." I took charge of the ship then. and took her into Isle de Re. It was then about 11 o'clock, blowing a gale from the westward, and I shortened sail. I took her back to Isle de Re the next day, and I said, "We have been working hard for seven days, and we have made no way yet; the best thing

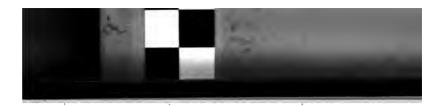


is to let go the anchor." I told the boatswain to get the anchor ready. We saw the land about 5 p. m., and got in about 8.30. Big Harry asked me what place it I told him it was Cadiz, and they did not know better, and thought they would get to Gibraltar the next day, when a fair wind came. I told the boatswain to get fifteen fathoms of chain over the windlass. Before anchoring French Peter, who saw it was not Cadiz, said, "We won't stop here, we will go out to sea again." But wind and current being too strong against us, Petersen, who again took charge, and put about, could not beat out. Then French Peter said to me, "See you put the anchor right, and as soon as we get a fair wind we go to sea." I said, "All right." That was about half an hour before we anchored, between 8 and 9 p. m. That night we threw two dozen bottles overboard, containing the message, in French and English, for assistance. We anchored that night, and I let out sixty fathoms, though only in eight fathoms, to give them plenty of time and trouble to get the anchor up. On the 8th, at 4 a. m., I hoisted a signal to show the ship was in distress, and it remained up till 8 a. m., when Big Harry asked what it was up for. I told him that it was to let the shore know we were wind-bound. He went forward and asked Renken and Petersen if they knew the flags. They came out and looked at the flags, and turned and said that they were for the police. Then French Peter came and asked me what the flags were for, and I told him the same. He said, "Never mind wind-bound," and he hauled the flags down. He was walking on the poop, and Joe the cook came to me and said, "Steward, don't fret." I said, "No. I won't fret." He said, "We won't do vou nothing: we have done enough; we killed three, we don't want to kill any more. They want to put away the boy, because

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they are afraid he will split on them when they get ashore, but I won't agree to that, for I like him." I? said, "The first man that comes aft to do anything to him it will be life and life, for our life is as sweet as any of yours." He then went forward, and four men - Big . Harry, French Peter, Joe, and Leosis — came and said, .. "Steward, now look out that the boy, when he comes ashore, don't say anything." I said, "Don't you trouble; I will look out for him." French Peter pulled down the signal himself. On the 8th, in the morning, all hands went forward, and they unshackled the chain at seventy-five fathoms, to slip if a fair wind came, without getting the anchor. "Lips" took the shackle out, which was rusty, so he put some oil on and burnt it. A pilot boat then spoke us. French Peter told me to go below, before the boat got alongside. He said, "I will act as captain." I went below, and George Green came down and said, "We doubt you on deck; I must make you fast in that cabin;" but I went up. The pilot asked what the ship was lying there for. French Peter said, "Our chronometer has run down, we are wind-bound, and we will get away to-morrow as soon as a fair wind comes." The pilot said, "That is not enough, I want my pilotage." French Peter told me again I must go below. Between 3 and 4 in the afternoon the pilot boat came back with a note from the French Peter put a tin box over, fast to a rope, and drifted it to the pilot boat, and he hauled it on board. It was in Italian, and I could not read, so he went and told the pilot to write in English or French, as she was an English ship. No one in the ship could read it. That was about 4 p. m., and the pilot boat did not come back. Peter Petersen got two flags, cut them up, and made a Danish flag to hoist, if it was wanted. That night French Peter asked me what sort of a

country it was, and whether I had ever been ashore. I told them it was the best place to go ashore, for it was a republic, and had no police. They talked the thing over, and six of them were disposed to go that night; but the wind was so strong that they did not go. The six who left next day got the boat ready, put provisions into it, and packed up their clothes, watches, chains, studs, rings, and the silver teaspoons belonging I promised those who left that I would remain on the ship about two weeks, that they might get quietly to land before I went ashore. The other five I told I would do what I could for them, if they would keep quiet. The six men said they would go right away inland, as soon as they got on shore. On the morning of the 10th, I hoisted the distress signal again. I told Green to hoist it on the port side. About 1 p. m. a French gunboat came alongside, and asked what I had the signals up for. I told them what had happened. I was on the poop with Green, and the rest were forward. They told me to put the boat out, and I went forward to tell the men. Renken and Petersen disputed my right. They said they could not, with only four or five men on board. I told them they must try, that a man-of-war was alongside. They told me I was not captain of the ship, and I had no right to order them. I then presented a revolver, and said if they did not get the boat out I would; that I meant to do the best for my own life, and the best thing they could do was to get the boat out. They then got the boat out, with my help and the boy's. I ordered three into the boat - the boatswain, Johnny Moore, and the boy. Trousselot stopped on board, and the others took me to the French man-of-war. I went on board and told them what had occurred, and the captain directed me to stop on board the man-of-war, and sent



the boat back to the ship. I went ashore in the manof-war's boat, and gave information about the six men, and they telegraphed at once all round the coast. I then came back on board the man-of-war. He gave me ten armed men, and I went on board the "Lennie," and gave the five men then on board into custody.

It also appears from the evidence of Petersen that the captain and all the crew, except Von Hoydonck and the boy, came on deck to put the ship about. The first mate was forward and the second mate was aft on the bridge. The captain was on the poop, and Kaida, alias "Lips," was at the wheel. The captain gave the order to "tack ship, maintopsail haul." Petersen was standing behind Big Harry, and when the captain gave the orders, Big Harry pulled a knife out of his sheath, and as the captain was looking another way, plunged it into his stomach. The captain ran round the poop, and Big Harry followed him, brandishing the knife. French Peter stopped the captain and stabbed him in the forehead, and afterwards in the side. Big Harry seized the captain and threw him down on the deck. While this was going on the second mate was upon the bridge, and he came down and laid hold of the captain and tried to take him down into the cabin. Big Harry then stabbed the second mate twice. The latter asked the boatswain to save his life, but he pushed him away, and then Big Harry put a knife three times into his neck, and he fell dead. The chief mate was on the fore yard, and Lips went up the rigging and fired twice at him. He lowered himself to the deck, and Joe the cook then stabbed him twice, and he also fell dead. French Peter then put his feet on the chief mate's stomach and nearly cut his head off.

All the bodies were then thrown overboard, as already described, the captain's still showing signs of



life. A yerdict of "wilful murder" was returned against Cargalis, alias "French Peter;" Caludis, alias "Big Harry;" Kaida, alias "Lips;" and Carcaris, alias "Joe the cook," and they were duly executed on the 23d May, 1876. The others were acquitted.

The "Lennie" was subsequently taken to La Rochelle, and from thence to Nantes, where a new crew was shipped, and she proceeded on her voyage.



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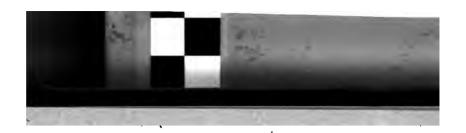
The Murder of Capt. John G. Perry, on Board Ship "Peter Young," at Point Lobos, Peru.

Capt. John G. Perry, master of ship "Peter Young." (whilst lying at anchor receiving a cargo of guano at Point Lobos, Peru) was foully murdered by the cook of that vessel on the 6th October, 1875, the particulars of which are as follows:—

The ship was lying at Point Lobos, about six miles from Pabellon-de-Pica: On the morning of the 6th October, Capt. Perry, being obliged to go to Fabellon, ordered the cook to get up at 3 o'clock to prepare The cook refused to obey; and on Capt. Perry's return to the ship at noon, he found that no dinner had been cooked for the men, whereupon he called the cook into the cabin and took him to task for his conduct. Shortly after this Capt. Perry went to the galley and asked the cook for the market-book. The cook handed him the Callao book. Capt. P. said he wanted that for Pabellon. The cook said that it was in his room, and he could get it for himself. Capt. P. then went through the galley and into the cook's room, where he obtained the book, and upon going out of the galley on to the deck, the cook stabbed him in the side with a sharp knife. Capt. P. lived in great agony until 4 p. m. the next day, when he expired. His remains were brought to England by the barque "George B. Doane," and were deposited in the cemetery at Falmouth. The "Peter Young" was placed in charge of Mr. Tedford, chief officer of ship "J. C. Robertson," and arrived at her destination in due course.



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VESSELS LOST

Belonging to the County of Yarmouth, N. S.,

SINCE 1875.



Vessels Lost belonging to the County of Yarmouth, N. S., since 1875.

1876.

During this year no less than seventy persons perished, the largest number up to this time ever lost in connection with our shipping in any one year, with the exception of 1831, when the brig "Billow" was wrecked and one hundred and thirty-seven persons perished.

SHIP N. W. BLETHEN, 1092 tons, J. Frank Cox master, sailed from Baltimore, Maryland, on the 25th July, for London, England, with a cargo of corn, and was capsized on the 31st. All on board, (twenty-one in number) excepting the second mate and three seamen, were drowned. The following is the second mate's account of the disaster: - "Left Baltimore on the 25th July, having fine weather and favorable winds until the 30th. About 10 p. m., wind S.S.E., lat. 39.30, long. 65.30, ship making her course; wind increasing, light sails were taken in and furled. At 3 a. m., 31st. the wind having increased to a gale, watch called, clewed up and furled upper-topsail and mizzen lowertopsail, furled jib and foretopmast staysail: at 5 o'clock, wind still increasing, clewed foresail up, and went aloft to furl it. After we got on the vard, a fearful squall struck the ship, throwing her on her beam ends and shifting the cargo. All hands were called down from aloft to wear ship; clewed maintopsail up and set foretopmast staysail and jib. Hove the wheel up, ship payed off gradually; succeeded in getting her before the wind (she laboring heavily), but could not get at

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the port side to brace the yards around, decks being full of water, so we were compelled to let the ship come to again. Clewed up lower-foretopsail and set the weather clew of the foresail: then the wheel was hove up, when the ship began to pay off; got her before the wind a second time: a heavy sea struck her on the port side, righting her a little; then we succeeded in wearing ship and brought her to the wind on the port tack. Then we clewed foresail up and hauled down the jib and foretopmast staysail, when a terrific squall struck the ship, blowing the sails from the yards, shifting cargo and heaving ship down. The captain was standing on the weather quarter, his wife and children being in the cabin. Seeing the ship still going over, all hands sprang to the weather rigging. At the same time the captain, slipping to leeward, caught the wheel, but not succeeding in holding on, went over the lee rail into the sea, calling to us, 'Men, we are gone.' At the same instant a heavy sea breaking on the ship washed all hands overboard. After coming to the surface I succeeded in getting hold of a plank. Seeing the boy and one man close to me. I called to the boy to come with me and we succeeded in getting another plank to support us. Looking around I saw the ship bottom up and the men going down one after another, but could render them no assistance. After being on the planks for about three hours, saw a man drifting towards me, apparently on a raft, which proved to be the top of the after-house, on which the boy and I succeeded in getting. With the spänker downhaul we lashed ourselves to this piece of wreck, and after drifting in this condition for fifty-six hours, without food or water, a ship hove in sight, descried our signal, and answered it by bracing up yards and heading for us. She threw lines to us and hauled us on board. She proved to be the barque

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'C. E. Jaynes,' Capt. Osborne, of New York. on board one of our men whom she had picked up a short time before. Capt. Osborne supplied our wants and showed us every possible kindness, landing us in Philadelphia on the 11th August." The "N. W. Blethen" was a fine ship, launched in 1874, and was owned by Messrs. Dennis & Doane, N. W. Blethen, Jenkins & Crosby, Viets & Dennis, and her commander, Capt. J. Frank Cox. Capt. Cox was a native of Barrington, N. S., and was universally esteemed. His wife was a nghter of Mr. Samuel A. Smith, of Yarmouth. Their two children were with them—the whole family thus finding together a watery grave. The first officer ick W. Blethen, (son of N. W. Blethen, was Mr. Frede Esq.) a young in excellent abilities and much survivors are as follows --promise. The names of (armouth), second mate: James C. Doty (of Hebroil. Alexander Jessamine, Henry Bar and Haral Wetheson. The "N. W. B." was valued a \$60,000, and the interest of Messrs. Jenkins & Crosby was consisted of "Atlantic" office for \$2,500. The cargo as in ships' 64,861 bushels of corn (one-third of which wa he North bags), valued at \$37,000, and was insured in 43,000. American Insurance Co., of Philadelphia, for Measrs. Out of fifteen vessels built and managed by Dennis & Doane since the year 1863, the "N Blethen" was the first one lost.

Ship ELLEN GOUDEY, 914 tons, George H. Perl, master, sailed from San Francisco, California, on the 28th August, for Antwerp, with a cargo of grain, and ran ashore on Elizabeth Island (one of the Society group), on the 6th October, and became a total wreck. Crew saved. The following is the captain's report:—"On October 5th, at noon, the ship was, by observation, in 21.50 S., and, by chronometer, in long, 129.30 W., wind

northerly, and steering S.E. by compass. On the morning of October 6th, the weather was cloudy; at noon our position was, by observation, in lat. 23.23 S., long. 128.25 W., Elizabeth Island, by reckoning, bearing S. At about 2 p. m. the wind veered to N.W., with heavy rain and thick weather; changed to W.N.W., with severe squalls, and torrents of rain still falling; our compass course was then S.E., our intention being to run between Elizabeth and Ducie islands. At about 7 p. m., apprehending no danger, but having the chief mate in charge, and a look-out in the bow, breakers ahead were seen, and the helm was immediately put to port, but before the ship could come to the wind she struck heavily, there being a very heavy sea at the time. I am unable to account for my ship being out of her reckoning, except that it was caused by a strong current setting to the westward, of which there is no indication on the chart, or mention in any book or sailing directions of which I have any knowledge. We saw there was no hope of saving the vessel, and therefore commenced to get out a boat, but before this could be accomplished, the ship bilged and was lurching heavily to windward. We deemed it best to cut away the masts to ease her, which was immediately done. Ship had now a heavy list to windward, the sea running on the decks and breaking them up, so it was with great difficulty we succeeded in getting one boat safely in the water. I placed my daughter and three men in the boat, and tried to get some stores from the cabin. but the ship being now on her beam ends, and starboard side of cabin under water, I could only obtain a chart and a tin of biscuits, about ten pounds. Tried to land. but could not on account of a reef that surrounds the The wreck was now in the surf, a few fathoms from the reef, with the sea breaking furiously on board.

succeeded in getting safely to w where we remained until daybre sible to land on the west side of the east side, where we found about 1 p. m., on October 7, la large cave which gave us shelte Caught about two gallons of v birds; these, with a few coarse had now for food. On October cessful attempt to get something had completely broken up, exc broadside, which had swung re with after part against the reagain to the wreck, but could 1 heavy sea. Picked up a few p we afterwards converted into Found an empty flour barrel on apparently been there several mo further found the remains of a wrecked crew apparently), wher soup and bouilli and a number of Papaired the flour barrel so that

two caves in the side of the eli

twelve good nuts. Again we could not land at the wreck, and gave up, therefore, all hope of supply from that quarter. Having determined to leave the island in search of assistance, the boat was stored with about seven gallons of water, fifty sea fowl, and about six pounds of biscuits: myself, my daughter, and six men All wished to go, so the selection had to We sailed October 12th, without any nautibe by lot. cal instruments, in the direction of Piteairn Island. For the first three days we suffered greatly from the scorching sun and thirst -- the little water we had being brackish, did not quench our thirst. On the 15th we had rain, and caught about four gallons in my oilskin coat. On the 16th made Pitcairn Island to the westward, wind N.W., light, and squalls of rain. Discovered a stong current setting to the eastward; rowed and sailed all day, and at night I judged the island bore north about twenty-five miles. In the afternoon I saw a barque steering S.E., but a long distance off. Tried to get to her but did not succeed. Hard squalls at night; could not tell which way to steer, and had to lay. off. On the morning of the 17th the island was not in view, but after going in a southwesterly direction we sighted it again. Wind and current, however, still kept us away, and that night we had again to lay to. At 8 p. m. a heavy rain commenced, with thunder and lightning, which continued for some hours. On the morning of October 18th, saw a sail running before the wind; got into her track, after repeated efforts, and about 12 o'clock were taken on board the vessel, which proved to be the ship 'City of Vienna,' of Glasgow, Crockett, from San Francisco for Liverpool. On this vessel our wants had immediate attention, and Capt. Crockett, without hesitation, shaped his course for Elizabeth Island for the purpose of rescuing the remain-

ing part of the crew. Arrived there on the 19th, when Capt. Crockett sent two boats ashore with provisions and water, and brought the men on board—five in number. Afterwards the 'Ben Cruchan' was spoken, and fresh supplies of provisions were received from that vessel, and four of the crew of the 'Ellen Goudey' were transferred to her." The "City of Vienna" arrived at Liverpool, G. B., on the 9th February, 1877. The "Ellen Goudey" was owned by Aaron Goudey and the master. Vessel and freight insured as follows: \$8,000 each in the "Marine," "Commercial" and "Atlantic" offices.

SHIP SAMUEL G. GLOVER, 910 tons, John H. Perkins master, sailed from Baltimore, Maryland, on the 28th April for Valparaiso, Chili, with a cargo of coals, was disabled off Cape Horn, and put back to Montevideo, where she was condemned and sold. Owned by L. E. Baker and others. Freight insured \$2,000 in the "Oriental," and \$6,000 in the "Acadian." Disbursements insured \$4,000 in the "Pacific."

Ship W. J. HATFIELD, 891 tons, Reuben Scovill master, sailed from Philadelphia on the 16th January for Bremen, with a cargo of petroleum, valued at \$29,430, and foundered on the 6th February, in lat. 44 N., long. 34 W., and all on board (sixteen in number), except the boatswain and one seaman, perished. The following is the boatswain's account of the disaster:—"Proceeded all well until the 18th January, when the wind increased to a gale, and a sea stove in part of the bulwarks. It then moderated till the 27th, when the wind increased to a hurricane. Hove the ship to under bare poles; vessel commenced to leak badly; kept constantly at the pumps till the 28th at 4 a. m., when the ship was struck by a sea which stove in the weather rail, washed away the two best boats,

stove in the others, destroyed the pumps, smashed in the fore part of the house, and hove the ship nearly on her beam ends, killing the mate and one seaman, washing another overboard, and badly injuring the remainder of the crew, who were all at the pumps at the time; lat. 43.28 N., long. 53.38 W. Then cut away the masts to right the ship. It then moderated a little, and we put out a 'drag' to keep the ship to the wind, and tried to bail out some of the water with buckets; 29th, cleared decks, etc.; 30th, ship filled with water; tried to repair one of the boats; the hatches burst up; saw a sail and put up a signal of distress; she bore down on us and launched a boat, but could not succeed in reaching us. February 1st, vessel quite unmanageable, rudder having become useless. Remained in this condition, showing torchlights at night, until the evening of the 5th, when we sighted a vessel, which proved to be the Norwegian barque 'Floke,' Capt. Michelsen, from Baltimore for Queenstown, which bore down on us. She stood by us till the morning of the 6th, lat. 44 N., long. 34 W., when she lanuched a boat, which could not get close enough to our vessel, owing to the heavy sea running. Two others besides myself jumped overboard in the sea; one was drowned, the other and I got into the boat, and reached the 'Floke,' which landed us safely in Queenstown. The remaining part of the crew, including the captain, had to remain on board the wreck, as they would not venture to jump to save their lives. From the state of the weather and the vessel sinking deeper into the water, they could scarcely have survived that night." The "Floke" lay to during the night, but at daylight the "W. J. Hatfield" was invisible, and doubtless foundered with all on board. The boatswain was Asa Scovill, nephew of the captain. (He was lost in 1879, in schooner "Livrie M. Stewart.") The "W. J. H." was built in 1866, and was owned by N. Churchill, John Murphy, A. C. Robbins, R. T. Crosby & Son, Z. Goudey and others. Vessel and freight insured as follows: "Oriental," \$3,700; "Commercial," \$3,200; "Marine," \$6,000; "Atlantic," \$900; "Pacific," \$2,300.

BARQUE GEORGE W. JONES, 679 tons, Israel L. Porter master, sailed from Liverpool, England, for Sandy Hook, in ballast, on the 9th January, and was not afterwards heard of. Asa Robbins (son of Mr. Asa Robbins, Tusket), was mate; remainder of crew were foreigners. Owned by A. C. Robbins and Byron Robbins. Insured \$6,000 in the "Commercial," \$4,000 in the "Pacific," and \$4,000 in the "Atlantic" offices.

BARQUE ABBIE THOMAS, 590 tons, Thomas Eldridge master, sailed from Philadelphia on the 16th January for Dunkirk, France, with a cargo of petroleum, and ran ashore at Point d'Arvert, entrance of Bordeaux River, on the 12th March, where she became a total wreck. Crew, cargo and materials saved. Owned by George H. Lovitt and Andrew Lovitt. Insured \$5,000 in "Commercial," \$7,000 in "Atlantic," and \$5,000 in "Oriental" offices. Freight insured \$2,000 in "Commercial," and \$4,000 in "Pacific."

Brig LOUISA, 227 tons, John J. Bain master, sailed from Bridgewater, N. S., on the 20th December, for Barbados, with a cargo of lumber, and was abandoned at sea on the 27th. Crew saved in an exhausted condition by steamer "Olympia," and landed at New York. The following account of this disaster is copied from the New York Herald of January 1st, 1877:—"Many a drama of thrilling interest has been enacted in midocean, which we can only picture faintly to ourselves by grouping, as best we may, the fragmentary details which the surviving actors are able to give. Ships

have foundered, crews have starved or gone mad with thirst, and men have risked their lives to save poor wretches perishing before their eves, till a new story of this sort seems almost like a twice-told tale. not often that a parrative of more varied suffering and incident has been told than the following, which was carefully taken down as it fell from the lips of the The brig 'Louisa' sailed from LaHave on captain. the 20th December, bound to Barbados with a cargo of lumber. She had on board the owner of the vessel, Mr. Gilbert Sanderson, and a passenger, Mr. John Wilson, besides the captain and a crew of eight men. Immediately after leaving port they met with a series of fierce westerly gales, which compelled them to take in all the canvas spread except what was absolutely necessary to keep steerageway. A high sea was running, which shook the heavily-laden vessel in every plank, sending her on, pitching and rolling from one wave to another. On the second day out the brig sprang a leak and the water began to gain fast in the hold. The pumps were manned, and although the breaking seas sent tons of water cascading over the decks, sometimes nearly wrenching the men from their hold, the crew steadily persevered, and had the satisfaction of knowing that they were gaining on the leak. During the day a heavy south-east gale was blowing, which held to that quarter till the afternoon of the next day, the 23d. Then it turned very squally, veering sharply from south-east to north-west, and the vessel was hove to. with only a portion of her maintopsail spread to keep her head to the wind. This was a most difficult thing to do, however, with the wind changing so suddenly and the sea striking the brig with such force on the weather bow as to cause her to fall off more or less every moment. In one of these lurches to leeward, an

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unusually heavy gust struck the brig and threw her instantly over on her beam ends. Then the seas made a clean sweep over the deck, tearing away everything which was not securely fastened and fairly burying the men who had set to work to cut the lanvards of the shrouds which supported the foremast. By watching their time, however, holding on for their lives and hacking off the ropes with hatchets as the brig rose with the waves, they finally succeeded in severing the weather shrouds. Instantly the foremast went by the board, snapping off short about fourteen feet from the deck, and carrying with it the maintopmast. this heavy top hamper was gone the vessel righted; and when the wreck of the masts was cut clear she floated more easily for a time, though still pitching and rolling with tremendous violence. The gale increased . as the sun rose on the next morning, the 24th, until it blew a perfect hurricane. The pumps had been manned constantly during the night, but such weak efforts as could be made to clear the ship seemed then absolutely futile. The crew did not desist from their labors, however, till there were ten feet of water in the hold and the cabin was filled to the level of the deck. Then they began to think of their own safety, and it was certainly time. The seas were surging without intermission over the vessel, splitting open the decks, staving in the boats and washing out the stern. Over the whole of the brig, fore and aft, a flood of water was sweeping, at times making a clean breach of the vessel and burying her till it seemed she would never rise again. The cabin, which was built partly above and partly below deck, soon filled with a dead weight of water, which would be hurled with the force of a catapult against its sides whenever the brig surged from one wave to the other. No human handiwork

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could long stand such terrible blows, and the stern was soon beaten out till the waters within and the waves without met and mingled. Then the deck aft began to be forced up by the waves which would spirt through the chinks in a long, hissing line, loosening the planks one after the other, and finally tearing them away with Meanwhile the captain and the others on board had taken refuge on the top of the forecastle or forward store-room, and there had lashed themselves with lines attached to the stump of the foremast. with what patience and endurance they could muster they looked down at the ruin beneath them, the breaking decks and the raging waters. Nor was their post as spectators a particularly enviable one. The sea would now and then break over them also, drenching them to the bone and chilling them to the marrow as the icy water dripped from their clothes while they stood in cramped positions, uncomfortably huddled That night, just as the sun was going down, a British barque was sighted a long distance to leeward of them, but evidently beating up toward the brig. Before the darkness finally closed about them this unknown vessel had come within a quarter of a mile of the foundering ship, and every effort was made to communicate with the stranger. A flag of distress had been nailed to the mast before the brig had reached its then terrible condition, and it was thought by all on board that the barque must have seen it flying. Not content with this, however, an extraordinary signal light was manufactured by wrapping a woollen rag, torn from the jacket of one of the sailors, about a long handled iron spoon, saturating it with kerosene oil, and then setting This torch, held aloft by a sturdy arm, and it on fire. waved to and fro in swaying circles, would burn two or three minutes before it went out. It was repeated by

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being resoaked and relighted, and for two long hours the pitiful taper—the lone star of so many anxious eyes - was waved in vain; for the barque gave no answering signal of help or recognition, and held on her course, apparently heedless of the mute but touching entreaty of the hapless group on the sinking brig. About 8 o'clock in the evening she did show, indeed, one red and two white lights, and the hearts of the sufferers were wonderfully buoyed up by this supposed sign, and their answering torch was waved with fresh courage for some time longer, till they rested patiently, expecting that the coming day would bring relief. When day broke, not a trace of the unknown vessel could be discerned, and although they kept up a miserable pretence of hope till the middle of the day, it was before long changed to bitter despair. The condition of these deserted men can be hardly imagined. to a sinking hulk in the midst of a boiling sea, with the wind shricking in their ears like a pitiless fate, they stood prepared for the death which threatened each moment to engulf them. As the deck broke up, however, a portion of the brig which remained comparatively out of the water was lightened apparently, and the crew were able to descend, one at a time, into the flooded storeroom and attempt to bale it out by degrees. Sometimes for a few moments the doors of the room could be thrown open, and the men baled out the water then with whatever vessels were nearest at hand. it was gradually cleared, the group on the forecastle began to think of getting something to eat and drink. and the emptied storeroom was ransacked for provisions. They found plenty of salted meat and hard bread, but to their dismay only about a peck of vegetables, carrots and turnips principally, and a can containing ten quarts of water only. They saw instantly that it would be

necessary to be very saving of this scanty allowance of fresh water, and so doled it out very sparingly to the eleven souls on board. They did not dare to touch the salted meat for fear of exciting their thirst unbearably, and so contented themselves with a few bits of hard bread and little pieces cut from the turnips. last they would chew till the juice was pressed out and then spit the dry fibres overboard. With all their precautions, the water was exhausted by the end of the third day from the time that they had lashed themselves to the mast. Fortunately, they were able to get up a little fire in the galley and boil some salt water, which they utilized in the following manner: After the water had boiled some time the cover of the kettle was lifted off and the condensed steam allowed to form in drops upon its bottom. These drops were carefully collected and the pitiful supply was furnished to each man at the rate of four teaspoonfuls a day, two in the morning and two at night. Certainly this was a near approach to the grim visions of the Ancient Mariner, with

"Water, water everywhere, but not a drop to drink!"

The gale had scarcely abated, and the waves still broke over them all through the four days that they remained apparently on the verge of death, and it was with inexpressible relief that they saw a steamer heave in sight about 6 o'clock on the evening of the 27th, which proved to be the 'Olympia,' of the Anchor line, running between Gibraltar and New York. This vessel had been driven about twenty miles out of her course by the gale, and was just on the point of retracing her course, which would have taken her away from the brig, when a faint light was sighted by the lookout far to leeward. Capt. Young, of the 'Olympia,' instantly determined to put about his ship and run for the light,

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in the thought that it might have been set by some vessel in need of assistance. To this large-hearted benevolence the party on board the brig 'Louisa' consider, under Providence, that they owe their lives. A high sea was still running, but Capt. Young, regardless of the danger incurred in launching a boat, after the steamer came up with the wreck, immediately lowered one, with a volunteer crew of four men. The eleven men, still bound to the mast, could hardly trust their senses as they saw the long delayed help draw near. It was now late in the evening, and glimmering through the dusk they could faintly discern the outline of the boat and hear the measured swash of the oars, which came with a glad music to their ears. It was an indescribable moment, and can be best left to the fancy of the reader who puts himself in the place of these perishing men. As the boat came up to the side there was no hasty and selfish pressing forward for deliverance. The passenger was the first to jump from the forecastle. but taking the leap as the boat went down, he missed his footing and fell into the sea, from which he was plucked half-drowned by one of the sailors in the boat. The rest leaped with more judgment, and tumbled into the boat at no greater cost than that of a few bruises. The boat made three trips to the wreck to carry off the men, Capt. Bain being last to leave the vessel. last boat load left the brig she seemed to settle more deeply in the water and her single stick of a mast swayed sullenly with each vicious plunge. Finally even this was lost sight of, and the hulk was shrouded in gloom that for her was never lifted, for the captain is positive that she must have broken to pieces in the night which followed their escape. They had been rescued during a temporary lull, and the gale soon came on again with renewed fury. Their wet clothes

were changed and dried, they were fed on the best, and every attention was lavished on them to make them forget, if possible, the fearful experience of that last week. The 'Olympia' arrived at New York on the 31st December, and the captain and crew of the brig were received at the British Sailors' Home through the agency of the British Consul. A complete list of all on board the brig 'Louisa' is appended: Gilbert Sanderson, owner: John Wilson, passenger: John J. Bain, master; Theodore S. Stewart, first mate; L. R. Manning, second mate; Peter Johnson, steward; Robert Lorrey, John C. Koller, William Reiley, Joshua Wilkie, and James Somers, seamen." The "Louisa" was owned by Mr. Gilbert Sanderson. Freight insured \$1,600 in "Commercial." No insurance on vessel. Capt. Bain died at St. Martin, W. I., Sept. 16, 1879.

BRIGANTINE S. N. COLLYMORE, 221 tons, Harvey Perry master, sailed from Trinidad, West Indies, on the 3d May, for St. John, N. B., with a cargo of five hundred hogsheads of molasses, and was run into by the American barque "National Eagle," Capt. A. Sears, of and from Boston for Rio Janeiro, with a cargo of ice, and sank off South Shoals, near Nantucket, during a dense fog, on the morning of the 23d May. The captain's wife, steward and two seamen were drowned. The following is Capt. Perry's report of the disaster:-"We left Trinidad, May 3d, bound to St. John, N. B., with molasses for Messrs. Turnbull & Co. Everything went well until the morning of the 23d. 3 o'clock, during a dense fog, I saw a green light on the port bow, and saw almost immediately a ship close upon us. Put the helm hard a starboard, and by this time both vessels came together with a tremendous crash. She struck us on the port bow. I then went forward to ascertain the extent of the damage. I found

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my vessel's bow under water, spars falling, and a general break-up of everything. I deemed it best to save my life, which I did by getting on board the 'National Eagle.' The mate, the second mate and three men had preceded me, and I was the last to leave. I got on board by catching hold of the barque's fore chains. Immediately the vessels parted and the wreck disappeared in the fog. Capt. Sears, of the 'National Eagle.' launched a boat and rowed in the direction in which the wreck was supposed to be. After the lapse of thirty minutes the boat returned, and the crew stated that they found the wreck bottom up, but they could find no signs of life. The 'National Eagle' lay by until 8 a. m., when, the fog clearing up, we ran in the direction where we supposed the brig was, but could discover nothing. Capt. Sears deemed it prudent to make for the nearest port, Newport, R. I., to repair damages. where we arrived on the afternoon of the 25th May." The names of the lost are: Mrs. Elizabeth Perry, fortyfour years of age, of Beaver River; Casper Dell. steward, aged twenty-one, German, belonging to New York; Hans Petersen, aged twenty-two, of Norway; and Walter Dorson, aged fifteen, of Barbados. The names of the saved are Harvey Perry, master, of Beaver River; Stephen Kinney, of Yarmouth, mate; William B. Knight, second mate: Louis Johnston, Augustus Cardelon and Harry Reed, seamen. The "S. N. Collymore" was launched in 1874, and was owned by Messrs. N. & J. Raymond, Viets & Dennis, J. H. Harris and the master. Vessel was valued at \$12,000, and was insured \$4,000 each in the "Commercial" and "Oriental" offices. Cargo was valued at \$7,000 and was insured. The "S. N. C." subsequently came to the surface, and drifted, bottom up, to the vicinity of Cape Sable, when the steam-tug "G. W. Johnson" was sent from Yarmouth in search of her, and fell in with her on the 15th July. After a number of difficult and laborious attempts (rendered so by the "Collymore's" chains and anchors dragging on the bottom) the tug succeeded in towing her into Yarmouth, where she was sold at auction on the 22d August, and purchased by Mr. H. A. Parr for \$318.00. She was "righted" by the wrecking schooner "Bride," of Cornwallis, taken on the Marine Railway, and fitted for sea, and at the present writing (July, 1884), is lying at a wharf in Yarmouth repairing, having been dismasted on her last voyage to the West Indies.

BRIGANTINE MARY B. GARDNER, 152 tons, George Landers master, from Weymouth, N. S., for Belfast, with a cargo of deals, was abandoned on the 5th December. Crew saved and landed at Fleetwood. The captain's report is as follows: - "Left Weymouth November 19th, for Belfast Lough, for orders. Nothing unusual occurred until December 2d, in lat. 45.31 N., long. 44 W., when we encountered a strong gale from S.W. At noon hove to, head to S.E.: 4 p. m., gale increasing; 8 p. m., wind came round to W.N.W. At midnight, wind still increasing, with heavy squalls of hail. 6 a.m. on the third a heavy sea struck on the starboard quarter, throwing vessel on her beam ends, starting up quarter deck, filling the cabin with water, breaking mainboom and gaff, bursting clew of storm stavsail, staving water casks, and disabling the rudder. sea running from under the vessel, she righted again, lying broad in the trough of the sea, in a dangerous position. Set reefed maintopsail, but the vessel would not lay to under it. Got the storm staysail reefed and set, which, however, was not sail enough to bring the brig to the wind. Considered it prudent, for the safety of life and to keep the vessel from breaking up, to cut 70

away foretopmast, which took with it the maintopmast and jibboom, when the brig came head to the wind and lay more safely. The gale continued until midnight. Not considering it safe to remain longer on board, on the 5th sighted the barque 'Favorita,' Capt. Kirkpatrick, of and for Fleetwood, G. B., from Quebec, and signalled. We were taken off about 4 p. m., and landed at Fleetwood on the 21st December." The "Mary B. Gardner" was owned by Lyman E. Cann and others. Insured \$5,000 in the "Marine," and \$2,000 in the "Commercial" offices. Freight insured \$1,300 in the "Oriental."

BRIGANTINE MARY E. LADD, 149 tons, William H. Porter master, whilst being towed out of Wexford Harbor, Ireland, on the 20th September, for Sydney, C. B., in ballast, struck the ground on the South Bar, and parted the hawser. The wind blowing a gale at the time, she was driven high up on the Doggerbank, and became a total wreck. Crew saved. Owned by B. P. Ladd. No insurance.

BRIGANTINE L. W. EATON, 140 tons, William H. Crosby master, from St. John, N. B., for Wexford, Ireland, with a cargo of deals, was abandoned on the 20th June, in lat. 45.18 N., long. 37.31 W., having lost foretopmast, jibboom and maintopmast, and being waterlogged. Crew (seven in number) were taken off by German barque "Eureka," from New York for London, and landed at the latter port on the 5th July. Owned by B. Rogers & Son. Insured \$1,500 each in the "Marine" and "Commercial" offices. Freight insured \$1,200 in the "Pacific."

BRIGANTINE CLIFFORD, 105 tons, John K. Butler master, whilst lying at St. Kitt's, W. I., on the 12th September, dragged ashore during a hurricane and became a total wreck. Crew saved. Owned by B.

Rogers & Son. Insured \$2,000 in the "Marine," and \$1,500 in the "Acadian" offices.

BRIGANTINE SOPHIA, 92 tons, Bowman Crosby master, whilst lying at anchor at Philipsburg, St. Martin, on the 12th September, was driven to sea during a hurricane, and was not afterwards heard of. Crew landed safely. Owned by Ladd, Porter & Co. No insurance.

Schooner QUEEN OF THE CAPE, 55 tons, Jacob Porter master, sailed from Boston, Massachusetts, on the 14th March, for Yarmouth, N. S., with a cargo of flour, meal, etc., and was not afterwards heard of. Her crew was composed of a Mr. Haines, of Freeport, N. S., mate; and three scamen, names unknown. The schooner was purchased a few days previous to her sailing by F. R. S. Mildon & Co., for \$1,600. Cargo, valued at \$1,500, was insured \$1,240 in the "American" office. Boston. No insurance on vessel.

SCHOONER S. M. RYERSON, 44 tons, Frank Frost master, whilst lying at anchor near Frost's Island, Argyle Sound (having discharged a cargo of fish), was burned to the water's edge about 10 o'clock on the night of the 13th June. Mainsail, jib and stores saved. Origin of the fire unknown, as no one was on board at the time. Owned by the master and others, Argyle. Insured \$800 in the "Marine" office.

SCHOONER VALIANT, 39 tons, Henry Roberts master, from Cow Bay, C. B., for Tusket, N. S., with a cargo of coals, sprang a leak at sea and was run ashore at Louisburg in October, and became a total loss. Crew saved. Owned by Terrance Rodgers and Jonathan Roberts. Insured in Halifax.

SCHOONER RAINBOW, 36 tons, Robert Ray master and owner, from Yarmouth for St. Mary's Bay, with a general cargo, struck on Cape St. Mary's at 11 o'clock on the night of the 20th July, and became a total wreck.

Crew, cargo and materials saved. Insured \$600 in the "Pacific" office.

SCHOONER AGO, 34 tons, Enos K. Goodwin master, of and from Argyle for Halifax, fish laden, struck Bantam Rock, off Port L'Hibert, about 10 o'clock on the night of 30th October, floated off, and sank half an hour later. Captain and crew took to the boat and landed at Port L'Hibert. Owned by Terrance Rodgers, jr. Vessel and cargo insured in Halifax.

SCHOONER MORNING STAR, 33 tons, Maurice Forbes master and owner, from Sydney, C. B., for Lockeport, N. S., with a cargo of three hundred quintals of green fish, struck a shoal near Little Hope Light, at 3 o'clock on the morning of the 28th October, and sank in seven fathoms of water. Crew saved. Vessel insured \$200 in the "Oriental" office.

SCHOONER GAZELLE, 30 tons, Thomas Cann master, from Pubnico for Yarmouth, with a cargo of turnips, put into Ellenwood's Harbor on the 11th December, parted both chains, was obliged to put to sea, misstayed and went ashore at Pinkney's Point, where she became a total loss. Crew saved. Owned by I. H. Goudey & Co. Insured \$300 in the "Acadian" office.

During this year, the new SCHOONER ALGOMA, 77 tons, of Shelburne, Capt. William E. Lennox, sailed from Canso on the 14th October, for Shelburne, and was not afterwards heard of. Her crew was composed of: Caleb Goodwin, mate; Thomas Surette, Joseph Blades, Walter Blades, Loring Frost, and John King—all of Pubnico: Julien Muse, Mark Doucette, Joseph Porter, Reuben Muse, Joshua Doucette and Peter White—all of Eel Brook.

Capt. Harvey K. Hersey, of brigantine "M. E. Coipel," died at St. Martin, on the 28th February.

Capt. Benjamin Stanwood died at Rio Janeiro, of yellow fever, on the 17th June.

Capt. John Homer, of ship "N. & E. Gardner," died at sea on the 18th November.

Capt. Jacob Durkee, of brigantine "Vesta," was washed overboard and drowned on the 9th December.

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SHIP SARAH, 1176 tons, David A. Saunders master, sailed from Quebec on the 22d September, for Liverpool, G. B., with a cargo of timber, and struck on the reefs near Cemaes on the 14th October. The captain reports as follows: - "On the 11th October, at 1.30 a. m., tide flood, weather moderately clear, wind W.N.W., a strong gale, with a heavy sea from the W.S.W., ship passed the Skerries at a distance, I judge, of about three and a half miles. Ship was then under lower-topsails; crew engaged in furling upper-topsails and foresail. From that I steered E.S.E. by compass for about twenty minutes, ship going about five or six knots. I then kept her off E. by S. for about ten minutes, then E. half When I first altered the course from E.S.E. to E. by S. it was in consequence of a thick black squall that came down with rain and obscured everything. About 2.45 a.m., the look-out reported land and breakers ahead. I at once ordered the helm hard to starboard and went to assist in getting it over, but just as it was down, the the vessel struck very heavily and careened over to starboard, but came almost upright again, and there remained. She commenced to make water almost immediately, and about an hour after the water inside was level with the water outside. Cemaes life-boat came off to us about 9 a. m., and landed the mate, who went to see if he could get assistance. The life-boat then returned and remained by we

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until 5 p. m., when, the tide having fallen, we were all taken off and landed at Cemaes. I had engaged the tug 'Great Western' previous to leaving my vessel. but as it was then blowing a fierce gale, I did not consider it judicious to attempt to tow her off. The pilot also, who had come on the rock about 9 a. m., did not consider it would be of any use attempting to tow her I fully intended returning to the ship on the following morning, but I was informed that she had been got off by the tug 'Great Western' that same evening. I therefore came on to Liverpool by first train, arriving there about 1.20 p. m." The "Sarah" was subsequently sold at auction at Liverpool. Owned by N. Churchill, A. C. Robbins, Joseph Burrell, R. T., George, William, H. & R. and N. M. Crosby, the master and Insured in "Marine," \$2,000: "Commercial." others. \$9.500; "Atlantic," \$5.000; "Oriental," \$1.500. Freight insured in "Commercial," \$400; "Oriental," \$146.

Ship OASIS, 1151 tons, Martin Burns master, sailed from Liverpool, G. B., for Hampton Roads, in ballast, on the 3d December, and collided with the steamship "Pennsylvania," from Philadelphia for Liverpool, about 7 o'clock the same evening, off the Skerries, and immediately sank. Crew saved. The following account is furnished by a Liverpool, G. B., paper: - "The 'Oasis' left the Mersey on the 3d December, in charge of a pilot. She had a crew of seventeen hands, all told. The master's wife was also on board. The pilot was discharged in the evening off Point Lynas, and after that the ship continued on her course, sailing before the wind. lights were all burning properly, but the night was dark and foggy. About 7 o'clock in the evening. during the first mate's watch, whilst the ship was going before the wind at about five knots an hour, the green and mast-head lights of a steamer were seen, the

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steamer proving to be the 'Pennsylvania,' inward bound. The red light then opened up, but disappeared in a second or two. Immediately afterwards the steamer collided with the ship with tremendous force, striking her on the starboard side between the main and mizzen The steamer's bows entered the side of the vessel in an oblique direction for between twenty-five and thirty feet, nearly cutting the ship in two. The master's wife and those of the crew who were below immediately rushed on deck, and whilst the steamer's bows were in contact with the ship, Mrs. Burns, the master, and about half of the crew managed to scramble on board the steamer, but not before the 'Oasis's ' yards were level with the water. Instantly the impact of the steamer was removed by reversing the engines, the 'Oasis' filled with water, and in less than two minutes after the collision she had foundered. of the crew who were on the fore part of the ship attempted to take to the rigging, but she sank so rapidly that they were overtaken by the sea as the vessel became submerged, and some eight or nine of them who had not succeeded in scrambling on board the steamer were left struggling in the water. The night was dark, and there was every prospect of their being drowned. but, thanks to the promptitude with which five of the boats of the 'Pennsylvania' were launched, all were picked up and saved, but not before two or three had been made unconscious by coming in contact with floating wreckage. One of them had a very narrow escape from being lost, and was only saved by the mewing of a cat which was on board the ship, and which also had been cast adrift upon the waters. its extremity the cat found a resting-place on the head of one of the unconscious men who was floating in the sea, and who had disappeared from sight owing to the durk-

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ness of the night. The poor cat's cries, however, attracted the attention of one of the boats' crews, and steering in the direction whence they came they found both the cat and the sailor, and succeeded in saving the lives of both. Considerably within half an hour after the collision everybody had been transferred on board the steamer. All the men's effects, however, were lost, and so desperate was the emergency that Mrs. Burns had not time to throw a shawl over her shoulders to shelter her from the cold, or even to put a bonnet on her head. Finding that all the crew had been saved, the 'Pennsylvania,' which was uninjured by the collision, proceeded on her voyage to Liverpool, landing the shipwrecked crew at the Huskisson Dock." The "Oasis" was owned by William D. Lovitt. \$6,000 each in the "Marine," "Pacific" and "Commercial" offices. The "Oasis" was sighted the next day after the collision, in a perpendicular position, and taken in tow of three tugs, which succeeded in taking her into Holyhead inner harbor, where a survey was held, and she was condemned. Legal proceedings were at once commenced in the Vice-Admiralty Court on behalf of the owner of the "Oasis," against the steamer, which resulted in a verdict in favor of the "Oasis" for the value of the ship, with damages.

SHIP SPECULATOR, 747 tons, Samuel Pitman master, sailed from Hamburg on the 4th November for South West Pass, Louisiana, in ballast, and struck on the Dog Rocks, Gulf of Florida, on the night of the 11th January, and became a total wreck. Crew saved and landed at Key West on the 16th in one of the boats. Owned by Killam Brothers and Samuel Killam, jr. Insured \$5,000 each in the "Atlantic" and "Pacific" offices.

BARQUE SARAH, 750 tons, George Fraser master,

from New York (via Cork) for Silloth, west coast of England, with a cargo of grain, ran ashore, whilst in charge of a pilot, near Workington, on the 12th March, and 'became a total wreck. Crew saved. Owned by A. C. Robbins, B. Gullison, John Y. Robbins and B. R. Raymond. Insured \$9,000 in "Commercial," \$5,000 in "Pacific," and \$5,000 in the "Atlantic" offices. Cargo was fully insured in the office of the United States Lloyds of New York.

BARQUE NOVA SCOTIAN, 733 tons, James W. Abbott master, sailed from New York on the 13th February for London, with a general cargo of 550 barrels refined petroleum, 500 cases oysters, 127,765 pounds tallow, 300 packages woodenware, 50 hogsheads carbon, 715 tons roofing slate, 1,612 barrels rosin, 10 tons feathers, and 550 oars, and foundered at sea on the 25th February. Crew rescued by brigantine "Randolph Payson," of Liverpool, N. S., and landed at Barbados. Owned by S. J. and A. M. Hatfield. Insured \$7,500 in "Oriental," \$7,500 in "Acadian," \$5,000 in "Marine," and \$2,500 in "Commercial."

BARQUE ELIZA McLAUCHLAN, 684 tons, John Phillips master, sailed from Lynn, England, on the 7th January, for Tybee, Georgia, in ballast, and ran ashore at Flushing Roads on the 22d February, and became a total loss. Crew saved. Owned by A. C. Robbins, J. K. and S. M. Ryerson, B. and S. P. Raymond, John Hibbert and James A. Tilley. Insured \$4,000 each in "Pacific" and "Commercial" offices.

BRIG SARAH L. HALL, 261 tons, Benjamin Young, (of England) master, sailed from Guantanamo, Cuba, on the 16th March for New York, with a cargo of sugar, and was not afterwards heard of. Her crew consisted of: Ephraim Morrill, of Brooklyn, Yarmouth, mate: David Harris, of Short Beach, second mate; Frank

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Shaw, of Short Beach, and four others, names unknown, belonging to Clare. Owned by B. P. Ladd and Benjamin Davis. Insured \$3,000 in "Atlantic," \$2,000 in "Pacific," and \$1,000 in "Commercial." Freight insured \$1,000 in "Pacific."

BRIGANTINE CLARENCE, 138 tons, John K. Butler master, sailed from Yarmouth on the 6th December for Martinique, W. I., with a cargo of fish and lumber, and was not afterwards heard of. Her crew consisted of: William Utley, mate; Rufus Nickerson, steward; Robert Robbins, James Purdy and William Benson; all belonging to Yarmouth. Vessel on first voyage. Owned by B. Rogers & Son. Vessel and cargo insured \$3,000 in "Marine," \$3,000 in "Pacific," and \$6,000 in "Commercial."

SCHOONER MOERO, 83 tons, Peter Doucette master, sailed from Tusket Wedge for Martinique, August 31st, fish and lumber laden, and capsized at midnight on the 16th September. The spars were under water and she lay to for some time, when the foremast broke and the vessel partly righted, full of water. All hands lashed themselves to the pumps and windlass. The weather continued rough until the 20th, when the crew went to work to bail her out with buckets. Two feet were gained on the water, but having nothing to eat or drink the men gave out. A similar attempt was made next day, but the men soon grew tired. A barrel of potatoes was fished from the hold and grated for water, each man having a pint twice a day. A jury mast was rigged on the 22d, and the main staysail, the only sail left, was rigged to it. She steered westward and the pumps were again worked. The cabin floor was got dry, and another barrel of potatoes, a barrel of flour and a keg of molasses were then secured. On these with no water (as no rain fell) the crew, six in number, existed until rescued about sunset on the 28th, by the barque "Ayrshire," which took them to Havana, whence they were brought to New York by the steamer "City of Merida." The "Moero" was a new schooner, and was owned by J. H. Porter & Co., Tusket Wedge. Insured \$3,000 on the hull, and \$2,000 on the cargo in the "Commercial" office. She was fallen in with at sea by the brigantine "Louise Coipel," owned by Parker, Eakins & Co., Yarmouth, and towed into Barbados, where she was sold at auction for the benefit of all concerned. She was purchased by Parker, Eakins & Co., who sent spars and rigging from Yarmouth by the return of the "Coipel," and the "Moero" was refitted and made ready for sea.

SCHOONER HELEN, 76 tons, Thomas W. Vickery master, from Old Harbor, Jamaica, for New York, with a cargo of logwood, went ashore on Cantiles Cay, Rosario Channel, during the night of March 23d, and became a total wreck. Crew saved. Owned by William Redding. Insured \$1,200 in "Commercial," and \$400 in "Oriental" offices.

Schooner BESSIE GARDNER, 59 tons, Bowman Crosby master, sailed from Yarmouth on the 6th December, for Martinique, W. I., with a cargo of fish and lumber, and was not afterwards heard of. Her crew consisted of: Edward Jacques, mate; Charles Strickland, cook; Miner Hemeon, James McCarthy (colored), and Abram Selix (of St. Bart's), seamen—all, excepting the last named, belonging to Yarmouth. Owned by Ladd, Porter & Co., Benjamin McLarren, and Henry Ryder. Insured \$1,200 in "Marine." Cargo insured \$3,850 in "Atlantic." Chronometer insured \$130 in "Marine."

SCHOONER W. S. McLEOD, 25 tons, Archibald Newell master, from Argyle for Yarmouth, ran ashore on Call

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Island, in September, and became a total loss. Crew saved. Owned by A. F. Stoneman & Co. and others. Insured in Halifax for \$300.

The STEAM-TUG G. W. JOHNSON was discovered to be on fire at 11 o'clock on the night of the 11th January, and was scuttled at the head of Killam Brothers' wharf. No insurance. She was subsequently floated and sold by auction, her purchaser being Samuel Killam, who rebuilt and equipped her for service.

REMARKABLE CIRCUMSTANCE.—The Yarmouth Herald of April 12th, 1877, says: — "Some weeks ago we stated that the brigantine 'Clarence,' Capt. John K. Butler, and the schooner Bessie Gardner,' Capt. Bowman Crosby, both of which sailed from this port in December last for Martinique, had been given up for lost. both having doubtless foundered in the gale of the 9th of that month. It is a remarkable circumstance that both of these captains lost the vessels which they commanded at the same time, in a hurricane in the West Indies, last autumn, viz., the brigantines 'Clifford,' and 'Sophia,' and both returned home with Capt. Durkee, in the brigantine 'Vesta.' On their next voyage to the West Indies, all three captains perished, Capt. Durkee having been washed overboard from the 'Vesta' in the same gale in which it is supposed the others were lost. as above mentioned."

Capt. James F. Durkee (son of the late Capt. Prince Durkee), of Yarmouth, was knocked overboard by the foreboom of schooner "Benj. Killam," from St. John for Yarmouth, about fifteen miles from Partridge Island, on the night of December 1st, and drowned. He was twenty-seven years of age.

Mr. Terence Keenan, of Yarmouth, mate of brigantine "Nellie Crosby," fell overboard from that vessel, at

Charleston, S. C., on the 30th November, and was drowned.

During this year, the barque N. K. CLEMENTS, Kimball master, from Torrevieja, Spain, for Boston, with a cargo of salt, was run into by the French corvette "Sane," in the Mediterranean Sea, on the 16th August, and sank immediately. Crew saved and landed at Toulon. Owned by John G. Hall & Co., Boston. Insured in Yarmouth offices as follows: \$4,000 in "Acadian," and \$3,000 in "Atlantic."

BARQUE AGNES CAMPBELL, 690 tons, owned by Colin Campbell, Weymouth, from Algoa for Shelburne, N. S., was abandoned, dismasted, off the Faroe Islands, in November. Crew landed at Leith. Insured in Yarmouth offices as follows: \$6,000 in "Commercial," \$5,000 in "Acadian," and \$4,000 in "Marine."

BRIGANTINE ANNA, of Lockeport, was wrecked at Turks Island, in March. Crew saved. She had been chartered by Ladd, Porter & Co., and was on the passage for Yarmouth. Insured \$2,000 in "Acadian." Cargo insured \$500 in "Marine."

1878.

Ship N. & E. GARDNER, 1465 tons, John Kinney master, sailed from Galveston, Texas, on the 31st January for Liverpool, England, and was abandoned at sea on the 14th March, in lat. 47.52 N., long. 30.07 W. She had the largest cargo of cotton ever shipped from Galveston, comprising 5,299 bales, weighing 2,683,136 pounds, and valued at \$291,445. The following is the captain's statement:—"All went well up to February 18th. On that day a gale commenced from the westward, veering to the northward, and continuing for about forty-eight hours. The wind was a very heavy gale, and there was a high cross sea. Ship was hove to

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for nearly twenty-four hours under lower-maintopsail, but she began to make more water, and after the gale subsided the crew were occupied nearly half the time at the pumps. Before that, I suffered very severely from acute rheumatism, and I was more or less afflicted with that complaint during the whole of the voyage. Up to the 28th we had more moderate weather, but at times strong gales; vessel still making water. At midnight, on March 2d, it blew a terrific gale, ship laboring and straining very badly, pumps continually going. On the 8th March we got a lurching suck. The vessel at this time was lying to on the starboard tack, over on her broadside. On the 9th, weather terrific; crew continually at the pumps, leak steadily increasing, pumps just keeping the vessel free as near as we could, till the cotton getting saturated with water, caused the vessel to lay over on her side, increasing the list to port so much as to make the ship unmanageable, as we could not carry sail or work the pumps as readily as before. On the 13th, more moderate; tried to keep ship away to get her more upright; she had been lying to under goose-winged maintopsail, and to get her before the wind we set the foretopsail and foretopmast staysail: but she lay for a considerable time in the trough of the sea, and labored very heavily before she would answer her helm; the leak was gradually increasing. On the 13th the carpenter went down the chain locker and heard the water running into the ship quite freely, but could not tell where it was on account of the cargo. On the 14th, a heavy sea running from the westward, ship laboring heavily, crew about exhausted with their exertions at the pumps. At noon sighted a steamer, and as the crew were apparently exhausted, and the vessel with a heavy list to port, after consultation with the officers and crew, I concluded, for our safety, to

abandon the ship, which we did, in lat. 47.52 N., long. 30.07 W. We, therefore, showed a signal of distress, and the steamer, which proved to be the 'Illinois,' bore down and took us all off. There were then, according to the report of the second officer of the steamer, eight feet of water in her, previous to our leaving the ship. I deemed it advisable to set fire to her to prevent her becoming a dangerous obstruction to navigation, feeling convinced that she could not be saved." The "N. & E. Gardner" was built in 1863, and owned by Samuel Killam. Insured as follows: "Atlantic," \$10,000; "Acadian," \$10,000. Freight insured in "Pacific," \$6,000; "Commercial," \$6,000; "Atlantic," \$2,000. There was also an insurance of £2,000 in England.

BARQUE TOLEDO, 929 tons, Charles T. Pitman master, sailed from Baltimore on the 5th February for London, with a cargo of grain, was spoken on the 16th in lat. 43 N., long. 40 W., and was not afterwards heard of. None of the crew (seventeen in number) belonged to Yarmouth. The "Toledo" was built in 1872, and was owned by William Law, John Murphy, Perry Brothers and others. Insured in "Oriental," \$9,000; "Atlantic," \$6,500; "Marine," \$7,500; "Commercial," \$2,000. Freight insured in "Oriental," \$2,300; "Marine," \$500. Freight and disbursements insured in "Acadian," \$3,300.

BARQUE GLENALLA, 771 tons, William Nelson Hatfield master, sailed from Baltimore on the 7th January for Cork, with a cargo of 47,715 bushels of corn, valued at \$28,187, and was not afterwards heard of. None of the crew (fifteen in number) belonged to Yarmouth. The "Glenalla" was built at Quebec in 1876, and was owned by S. J. and A. M. Hatfield and others. Insured \$9,000 in "Acadian" and \$6,000 in "Oriental" offices.

BARQUE SUSAN M. DUDMAN, 745 tons, Samuel

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W. Corning master, sailed from Philadelphia on the 3d December, 1877, for Bremen, with a cargo of petroleum oil, and encountered very severe weather from the 4th to the 7th, everything movable being washed from the decks, shifting cargo, and causing the vessel to leak very badly. On the 8th the master decided to bear up for Bermuda, as there were seven feet of water in the hold, and the ship being in a disabled condition. On the 17th they reached St. George's, and the vessel was subsequently condemned and sold. Owned by William K. Dudman. Insured as follows: \$4,000 on hull and \$4,000 on freight in the "Commercial," and \$4,000 on freight and disbursements in "Atlantic."

BARQUE CARLETON, 742 tons, Robert W. Allen master, from Melbourne, Australia, November 21st, 1877. whilst loading guano at Browse Island, Indian Ocean, for Hamburg, Germany, was driven ashore and wrecked during a hurricane on the 11th March, 1878. Crew The following account of this disaster was written by a passenger on board to a friend in Yarmouth, and has been kindly tendered us for publication: - "On Sunday, the 11th of March, 1878, squalls and heavy rain commenced at 6 o'clock, a. m., continuing about every half hour in succession all day, and each one getting more furious, blowing with hurricane violence, and raising a terrific sea. The ships, seven in number, were lying on the north side of the island, and the wind blowing dead on shore. Capt. Allen, of barque 'Carleton,' seeing no chance of slipping his cable and going to sea, dropped his second anchor at half-past 10 a. m., and a few minutes after three other captains dropped theirs. The suspense all day was dreadful, for they knew if the anchors parted, they must go on the Well, as night came on, the wind and sea increased, until at half-past 10 the starboard chain.

snapped like a piece of cotton, and at half-past 1 on Monday morning a fearful hurricane squall struck the 'Carleton,' her last anchor dragged, she bumped against the reef, and had it not been for Capt. Allen's forethought in running up some sails, to buoy her over the edge of the reef, she would have been dashed to pieces and probably not a soul left to tell the story. drifted on the rocks until the tide went out at daybreak, when she was high and dry, and what a sight was then presented to all on board! The ship 'Matterhorn,' 1300 tons, loaded with 2,000 tons of guano, and all ready for sea, was broken up in a thousand pieces. One could scarcely have told it had ever been a ship. It appears that both the 'Carleton' and 'Matterhorn' struck at the same moment, but the latter being so deep in the water, could not drift over the reef, and dashed to pieces in one hour and a half. After she had parted in two pieces, the captain and all hands were sitting on the rail, hoping she would hold on until daylight, and thinking, of course, they could swim on shore if the worst happened, when a sea came over and washed them all off and out to sea. The breakers on the reef were something frightful. It is quite impossible to describe it with a pen. The second mate and three of the crew of the 'Matterhorn' were floating on a piece of wreck, and called out to barque 'Flora' for assistance. The captain asked his crew if any would venture, when five noble men came forward, put down a boat and got in, but in a few minutes the boat was capsized in the breakers, and boat and four men lost; only one managed to swim to the barque. The other poor fellows from the 'Matterhorn' held on to the piece of wreck till daylight, when they were picked up by the crew of a Swedish barque. Though both ships had torch-lights when they struck the reef, it is strange to

say they could not see them from the island. darkness was intense; it makes one tremble now even to think of it. The captain of the ship 'Matterhorn' and seventeen of his crew were never seen. Only one body floated past one of the ships next day, and both legs and arms were gone, probably devoured by sharks. Very little has been washed up, only a few pieces of copper and rope, and a few of the timbers. The 'Carleton' looked very little worse to all appearance, but when the tide came up it was found she had several holes in her, and she drifted high up on the beach. Her keel and stem were broken. The captain and crew had been working hard to see if there was the slightest chance to get her off again, but all in vain. The tide just ran in and out of her. Had she not been a firstclass built ship, she would not have stood the dashing on the rocks all night as she did without being broken in pieces. Capt. Allen, wife and crew can never be too grateful to Almighty God for the very miraculous escape they had from being thrown into eternity at a moment's warning. Mrs. Allen was taken on shore at daybreak, but the captain and crew remained on board until they were obliged to leave her. They are now stripping the copper off her, and everything that is worth paying freight for. The second ship that leaves here will take the crew and goods to the first British port. One small vessel leaves here to-morrow, by which this sad disaster will be reported. The crew of the 'Carleton' are living in tents on the island, there being nothing else but one bungalo, where the Governor lives, the only white man, and Capt. Allen and wife are staying with him. He was exceedingly kind and rendered every assistance to save the water and provisions from the 'Carleton.' He has lived on the island a year and never saw bad weather before. It is always frightfully hot, the glass as a rule standing at ninety on the coolest night, and most of the time not a breath of wind. The night of the accident there must have been a fearful hurricane very close to this island. barques 'Flora' and 'Cleveland' lost each an anchor in the storm. Two ships that ought to have been here,a month ago have never been heard of, and it is feared they are lost and all hands. The 'Carleton' expected to be past the Cape ere this, as the captain was informed in Melbourne there would be no other ships here, but he found two in ballast, with not a pound of guano on board, when he arrived — the 'Matterhorn' and 'Flora,' - one carrying two thousand tons and the other six hundred, consequently all the other ships have a long time to wait. Two hundred tons of guano had been dug and taken on board the 'Carleton' by her own crew, so as to save time, all hands being willing to do all they could to get the ship loaded. It was a fortunate thing for their lives that no more had been taken in, or they would not have been here now. The 'Carleton' was a pretty little vessel, and every man on board seemed to take an interest in her, and kept her in splendid order. She certainly was the best ship in the fleet here, though almost the smallest. However, it was the work of Providence; no man could have helped the storm, or held the ship back. How mighty the wind and sea is! No one living on shore has any idea to what extent the sea can rise. As I write this the heat is almost unbearable, and not a breath of wind. mometer about 130." Capt. Allen, Mrs. Allen and four of the crew of the "Carleton" were taken on board the American barque "Niphon," Capt. Preble, bound for Hamburg, which called at Mauritius July 20th, where they were landed. The Marine Board exonerated Capt. Allen from all blame, and returned to him his certifi88

BARQUE ABIGAIL, 626 tons, John Hibbert master, sailed from Amsterdam on the 27th November, 1877, for Philadelphia, with a cargo of oil barrels, went ashore on Joe Flogger Shoals, Delaware River, on the 1st February, 1878, and became a total wreck. Crew saved. Materials saved and landed at Philadelphia. Owned by Messrs. A. C. Robbins, James J. Lovitt, J. F., J. D. and L. Raymond. Insured "Commercial," \$6,000; "Atlantic," \$4,000; "Pacific," \$4,000.

BARQUE VIKING, 376 tons, George Ryarson master, sailed from Philadelphia on the 7th October for Bayonne. France, with a cargo of 20,401 bushels of wheat, valued at \$22,135, and foundered on the 2d November, in lat. 20.28, long. 57.30. The captain and one seaman died from suffocation in the pump well. From a perusal of the log book, kindly placed at our disposal by Mr. George T. Ryarson (son of the master), mate of this illfated vessel, we learn the following particulars: - "The 'Viking' encountered a succession of violent gales, during which she shipped heavy seas, shifted cargo repeatedly, had her pumps choked with grain, leaked badly, The men were wearied with and labored heavily. almost constant labor at the pumps, and lightening her by throwing a portion of the cargo overboard. 15th the foremast was cut away, and took with it the maintopmast and jibboom, and starting bowsprit, twisting gripe, etc. October 31st was a calamitous day on board. Vessel leaking badly and men almost worn out with incessant labor at pumps. At 4 a. m., Capt. R. allowed most of them two hours' sleep, when they were again called to the pumps, there being six feet of water

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in the hold. The second mate was then ordered to go aloft to see if any vessels were in sight, the mate being desired by the captain to take an hour's rest. While both mates were thus off deck, the pumps became completely choked, and the captain took off the pump well hatch, and went down the well for the purpose of clearing the pumps. In going down the gas was so powerful that he fainted, fell to the bottom, and perished, there being about four feet of water over the grain ceiling. A seaman, James Farmer, went to his assistance, and met the same fate. The second mate perceiving the rush to the hatchway, came down from aloft, went down the well after the captain and Farmer, and likewise was overcome by the gas. The steward then aroused the mate, who immediately took a rope in his hand, went down the well, and saw the second mate prostrated on the top of the other two. He tried to attach the rope to the second mate's body, but feeling faintness coming on, struggled to the deck, where he fell down exhausted. Recovering in a few minutes, he fastened a rope to his person, took another rope in his hand, again descended and succeeded in tying the rope around the body of the second mate, and they were both hauled up by the crew. The mate being unable again to go down one of the crew did so, and the lifeless body of the captain was hauled on deck. After half an hour the second mate partially recovered so as to be able to articulate. Farmer's body could not be got out until after two hours' pumping. The captain and Farmer were buried in the sea, with all possible respect, November 1, at 6 p. m., lat. 20.28, long. 57.30. November 2, at 10 a. m., a sail was descried astern. There were now six feet of water in the hold, and the men in an exhausted condition. A signal of distress was hoisted, and the sail bore down on them and proved

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to be the Spanish brig 'Juliana,' Capt. Domingo Erausquire, bound to Havana. The crew of the 'Viking' were taken on board the brig, and within half an hour afterwards they saw her careen over and sink." The "Viking" hailed from St. John, N. B., but was owned in Yarmouth by S. M. Ryerson, J. K. Ryerson and Nathan Moses. Insured "Pacific," \$5,000 on hull; "Atlantic," \$4,000 on hull and \$2,500 on freight.

Schooner KEDRON, 121 tons, Nelson McKinnon master, whilst lying at anchor near St. Kitt's, W. I., ready to sail for Yarmouth, in ballast, put into St. Kitt's on the 7th February, leaking badly, and was condemned and sold. Owned by N. B. Gardner and James M. Davis. No insurance.

SCHOONER EMBLEM, 48 tons, William H. Nickerson master, on her homeward passage from Cape Breton (where she had been engaged in trap fishing), foundered off Shelburne, during a gale on the night of the 18th November. Crew saved. Owned by A. F. Stoneman & Co. Insured \$1,800 in "Marine." Cargo insured \$1,200 in "Commercial" and \$200 in "Pacific."

SCHOONER ALICE MAY, 32 tons, Solomon Smith master, on a trading voyage, was totally wrecked at Winning Point, Guyan Island, C. B., during a thick fog on the 11th July. Crew saved. Owned by A. F. Stoneman & Co. and others. Insured \$600 in "Marine." Cargo (owned by Kinney & McGray) insured \$1,000 in "Commercial."

Schooner MAY, 28 tons, Eli Richards master, from Tusket for Halifax, with a cargo of dry and pickled fish, struck on the rocks at Port L'Hibert, N. S., on the morning of the 25th November, and became a total wreck. Crew saved. Owned by John Rodgers. Insured \$1,600 in the "Oriental." Cargo insured in Halifax.

Capt. James M. Bond was lost overboard from the ship "Ismir," on the 24th September, and drowned.

Mr. A. R. Crosby (son of Mr. Dennis Crosby) died at sea on board barque "Aspatogon," on the 18th January.

Mr. James Sullivan was lost overboard from schooner "Digby," on the 6th July, and drowned.

Ship COMMERCE, 1298 tons, built in 1877, Nickerson master, from Philadelphia, August 25th, for Antwerp, was run into and sunk by steamer "Empusa," off Hastings, English Channel, on the 27th September. Two of the crew were drowned. Owned by L. M. M. Willett, Shelburne. Insured \$4,000 in each of the six Yarmouth offices. Her cargo consisted of 64,452 bushels of wheat, valued at \$74,197.

BRIGANTINE TYCOON, owned by Hammond & Co., Lockeport, N. S., from Trinidad for Boston, with a cargo of molasses, was abandoned at sea on the 7th September. Crew saved. Insured \$5,000 in "Pacific" office, Yarmouth.

1879.

Never before in the history of Yarmouth has one year brought tidings of so extensive calamities to her shipping as that of 1879. In a number of instances the disasters befell vessels of the largest and most valuable class, and were attended with a destruction of life of the saddest character. The few but comprehensive words, "Never heard of," tell the fate of a larger number of Yarmouth vessels than was recorded in any previous year; and taking into consideration the number of shipwrecks, the number of homes made desolate, the value of property destroyed, and the depressed condition of the freight markets of the world, the year 1879 will be a memorable one in the annals of our commerce.

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These losses aggregated thirty-one vessels and one hundred and six lives, and added twenty-six to the number of widows and ninety-nine to the number of fatherless children in this County.

SHIP ST. BERNARD'S, 1564 tons, Martin Burns master, sailed from New York on the 27th June for Antwerp, with a cargo of 91.907 bushels wheat, and struck on the West Cappel Banks, near Flushing, Belgium, on the 21st July, and became a total wreck. Capt. Burns and his youngest son, Thomas, the pilot, second mate and three seamen were drowned. following is the chief mate's account of the disaster: -"Left New York 27th June bound for Antwerp, grain laden. Nothing of consequence happened until the 19th of July, when off Portland, we took a channel pilot - Daniel Trott - and proceeded on our course. On the 20th, off Beachy Head, took a Belgian pilot, for Flushing. Passed Dungeness at noon, and South Foreland at 2 p. m.; coursed toward the West Hinder; it being at the time very thick with strong W. wind. Passed Ruytingen Lightship about 4 p. m., and coursed again to the West Hinder Lightship, where we found a pilot cutter at anchor, with a blue flag at her top. The pilot supposed the cutter was lying there instead of the lightship, but proceeded to the east about one mile to make sure, and then hove ship's head to the south, it, being still very thick with heavy squalls and rain, seas running very high, shipping great quantities of water. We lay so for about an hour, and then wore ship to the N.W., and set the upper topsails. About midnight wore ship again, and saw Ostende light, and made for the Wielingen, wind moderating a little. Shortly after midnight on the 21st, it became thick again with squalls. About 2 a.m. shortened sail, one man continually sounding. Still proceeding on her way to the

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Wielingen. Between 4 and 5 o'clock a.m., the man at the lead reported six and a quarter fathoms of water. The Belgian Government pilot (being at the time in charge of the ship) immediately ordered the starboard anchor to be let go, which was done, paying out seventyfive fathoms of chain. A few minutes later the vessel struck. Some minutes after, she struck again very heavily, it being then about half ebb tide. At about 6 o'clock the pilot ordered the port anchor to be let go, the vessel striking very heavily, pieces of the keel and stern-post coming up past the vessel. The captain then ordered the boats to be lowered. After this was done. he consulted with his officers and the pilot, who unanimously were of opinion that it was best to leave the ship and try to save our lives in our boats. About 6.30, the storm being terrific, we commenced getting into the boats, the one being astern of the other. One boat was. manned by the captain - the second mate, both pilots, captain's son and five others going also on board. second boat was manned by the mate and the remainder of the crew - eleven in all. The last words the captain said to me were, 'Do you think the boats will live in this sea?' I replied, 'I do not think they will, except under the lee of the ladders,' but the ladders unfortunately broke adrift. In a few moments we all cast off. the captain's boat being ahead. We kept off before the sea, which ran and broke heavily, twice half filling our About two hours and a half afterwards we came up to the captain's boat bottom up, with the English pilot and two seamen on her bottom, holding on to the keel. With great difficulty I rescued them; but the rest of the poor fellows were all gone some time before. The pilot said all went well with them till one very heavy roller came and swamped their boat, turning her over three times. The second mate got hold of the

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boat but was washed away and drowned. afterwards I saw the land, which proved to be West Cappel, where we beached the boat and were afterwards taken to Flushing." The following is a list of the persons lost: Capt. Martin Burns, of Yarmouth, and his son, Thomas D. Burns; Christian Hansen, second mate; the Belgian pilot; John Hansen, John Madison, and Gustav —, seamen. Daniel Trott (English pilot). Frank Thomas and Vittorie de Grodi, were the rescued from the captain's boat. Two of these found themselves beneath the upturned boat, and had a great struggle to free themselves. The captain was seen to rise once and attempt to swim after the boat, but a wave carried him away and he disappeared. never rose to the surface." It was afterwards ascertained that the West Hinder Lightship had been torn from its moorings on the previous day. The "St. Bernard's" was a fine ship and was owned by William D. Lovitt. Insured \$7,000 each in the "Pacific," "Marine," "Acadian" and "Commercial." Freight insured \$5,000 in "Pacific," \$4,000 in "Commercial," and \$3,000 in " Marine."

Ship VANDIEMEN, 1347 tons, Thomas Corning master, sailed from Liverpool, G. B., on the 20th January for Sandy Hook, in ballast, and collided with an unknown barque about two hundred and twenty miles W.S.W. of Cape Clear, on the 3d February, and seventeen of the crew were drowned, together with the entire crew of the unknown barque. Of those lost, the following belonged to this County: Clarence Beveridge (son of the late Ephraim Beveridge), of Plymouth, second mate: Alfred Alder, of Deerfield, steward; Joseph Porter (son of Mr. Eben C. Porter), of Deerfield, cook; and Frank Palmer (son of Mr. Wesley Palmer), of Yarmouth. Those saved comprise: Capt. Corning, Mr.

Benjamin Lewis (son of Nathan Lewis, Esq.), mate; and two brothers, Jeffery, seamen. The following is Capt. Corning's report: - "Proceeded, and all went well up to the morning of February 3d, when I judged myself to be about two hundred and twenty miles W.S.W. of Cape Clear. It was the mate's watch from 12 to 4 On the said day, at 1.30 a.m., a. m., on February 3d. weather overcast, wind N., a moderate breeze, with a moderate sea from the northward, ship was under all sail up to topgallantsails, close hauled on starboard tack. heading about W.N.W., and making about eight knots per hour. I heard the boatswain report at midnight that our lights were burning brightly. Our side lights were fixed in boxes outside the rail forward of fore rigging. About half-past 1 a.m. I was lying in my berth, when I heard the lookout man report a light ahead, and shortly after I came on deck, and just as I reached the gangway the two ships collided. The sails of our ship were shaking when the other vessel struck us on the port bow and slewed us right around, and at the same time that vessel went clear, heading the same way as before. Some one shouted from the other vessel to us to lower away our boats. Our crew were hauling the mainsail up for the purpose of getting our yards round again, when I found our vessel was settling down forward, and I sang out to them to clear away the boats and save their lives. They went to work at the two I went below to put on some clothes. smaller boats. and when I returned on deck the ship was under water forward and hatches burst off. I heard the mate call for assistance at the smallest of the three boats, but nobody came. I went and helped him turn her over, but ship settled so fast that she floated off the skids, when the mate, two seamen and I got into her, and we managed to pull her away clear of the ship. The

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remainder of the crew were at work at the other boats when I last saw them. Probably five minutes after I was in the boat, I saw the other barque go down. I did not get her name. She was a vessel of, I should judge, about seven hundred to eight hundred tons, full poop, round stern. After being in the boat forty-eight hours we were picked up by the steamer 'Agia Sofia.' I saw nothing of the crew of either of the two vessels after I was in the boat." The "Vandiemen" was launched in July, 1878, and was on her second voyage. Insured \$10,000 in "Commercial," \$8,000 in "Oriental," \$6,000 in "Pacific," and \$6,000 in "Atlantic."

SHIP ROYAL CHARTER, 1304 tons, William A. Cain master, sailed from Philadelphia on the 18th October for Antwerp, with a cargo of 70,400 bushels of grain, and was abandoned on the 29th October, with four feet of water in the hold and the pumps choked. Crew were rescued by the Russian barque "Hermes," and landed at Amsterdam. The "Royal Charter" was fallen in with on the 5th November, in lat. 42.47, long. 45, by the Norwegian barque "Maria," Capt. Olsen, and a prize crew of five men (besides Capt. O.) placed on board, who succeeded in pumping the ship dry in a few hours, but after a series of heavy gales, in which the ship strained heavily and the leak gained headway, they were obliged to abandon her, and were rescued by a steamer and landed at Antwerp. Owned by N. Churchill and others. Insured \$6.300 in "Commercial," \$4,200 in "Oriental," \$4,000 in "Acadian," \$3,500 in "Marine" and \$2,000 in "Atlantic."

SHIP HOME, 1271 tons, Wentworth Killam master, sailed from Antwerp January 21st for New York, in ballast, and was abandoned on the 3d February, in lat. 41 N., long. 22.20 W., dismasted and in a sinking condition. The following is Capt. Killam's report:—"Left



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Antwerp January 21st, and had fine easterly winds up to February 5th, when we encountered strong variable winds from W.S.W. to N.W. On the 9th in a heavy gale, while lying to under lower maintopsails, the ship sprang a leak. On the 10th the ship was still leaking. when we squared away for the Western Islands. in the afternoon of the same day, the water got into the ballast and choked the pumps. The crew then set to work bailing the water from the hatches with buckets. The ship still continued to make water, the ballast washing to one side, giving the ship a heavy list and rendering her unmanageable, so that she would not steer; cut away mizzen topmast and fore and main topgallantmasts; crew still bailing. On the 12th, raised one pump and broke a piece off the bottom of it, so as to get it above the ballast, but it would not work. still unmanageable, and water up to between deck beams; got boats ready to abandon; first boat launched capsized and three men were thrown into the water. but were saved. The lowermasts were then cut away to prevent the ship from capsizing. On the 13th, raised the other main pump and broke four feet from the bottom of it, and found that it then worked slowly. All hands continued to work at the pumps for thirtysix hours, and kept the water from gaining up to Saturday, 15th, when the barque 'Silver Cloud,' Capt. Mattheson, from Bristol for St. John, N. B., hove in sight. That night the crew were taken off and placed safely on board the barque, leaving everything behind them. The barque lay by the wreck all night and on Sunday, the 16th, wreck was boarded again and the principal part of our effects saved. Owing to the heavy sea, communication between the vessels was suspended. and the 'Silver Cloud' then made for St. Michael's. Azores, which she reached nine days afterwards. Fit-

teen of the crew remained at St. Michael's, but the captain, mate, three seamen and two ladies (the captain's cousin and the mate's wife) were brought to St. John by the 'Silver Cloud.'" The "Home" was owned by Samuel Killam and George K. Trefry. Insured \$6,000 in "Acadian," and \$4,000 in "Atlantic."

SHIP DUNSYRE, 1083 tons, Benjamin Hatfield master, sailed from New York on the 19th January for Havre, with a cargo of 1,073,487 pounds lard, 857,700 pounds bacon, 100 barrels alcohol, 150 gallons lard oil, 28 logs white wood, 98 logs cedar, 2 cases wheels, 1 barrel wax, 456,348 pounds tallow and 28,883 pounds grease, and was abandoned on the 29th January in lat. 42, long. 46, dismasted, rudder disabled and leaking. ond mate and two seamen drowned. The following is the captain's report: - "Experienced a succession of heavy gales and cross seas during the first week. On the 28th, in lat. 42 N., long. 44 W., ship being hove to on her starboard tack under bare poles, blowing a perfect hurricane from the westward, a very heavy combing sea struck her fore and aft, hove her on her beam ends, starting and splitting her stern-post open, disabling her rudder, staving her quarter and cabin in, carrying away all her main-deck stanchions, splitting open covering boards, disabling pumps, washing second mate and two seamen overboard, staving boats, sweeping everything off decks, and disabling several of the crew. Finding that she would not right and that she was perfectly unmanageable, and taking in water fast through the openings, cut away the masts forward, which helped her a little, but found that she was settling and that her lower hold cargo was all adrift, owing to the water washing the ballast. Continued to blow very heavy, and heavy seas sweeping her as she lay in the trough of the sea. On the morning of the 29th, began throwing cargo overboard through the house, and continued to do so till evening, when the German brig 'Minerva' bore down on us. The water being above the between deck beams, and knowing that the ship would either founder or turn bottom up in a few hours, in order to save our lives we abandoned her and went on board the brig and were landed at Havre." The "Dunsyre" was built at Quebec in 1878, and was owned by S. J. and A. M. Hatfield. Vessel and freight insured as follows: \$9,000 in "Oriental," \$7,000 in "Commercial," \$6,000 in "Acadian," \$4,000 in "Pacific," \$4,000 in "Marine."

Ship JOSEPH MILBURY, 1078 tons, Samuel Pitman master, sailed from Honfleur, France, on the 25th July, for Delaware Breakwater, in ballast, and ran ashore on Gull Island Reef, near Tor Bay, N. S., during a dense fog, at 3 o'clock on Sunday afternoon, August 24th, bilged, and became a total wreck. Crew and materials saved. Owned by John and James J. Lovitt, Jacob Bingay, Thomas Corning, George H. Guest and Joseph Burrell. Insured \$7,000 in "Pacific," \$6,000 in "Oriental," \$4,000 in "Acadian" and \$2,500 in "Marine."

Ship ANDREW LOVITT, 836 tons, Robert W. McCormack master, sailed from Baltimore on the morning of January 1st for Rouen, France, with a cargo of 46,000 bushels of wheat, and was abandoned in lat. 45.29 N., long. 29.13 W., on the 25th January, dismasted, rudder gone and leaking badly. The following is the captain's report:—"Proceeded on voyage as above stated, and experienced very heavy weather from the 3d of January to the 18th; continuous gales from S.S.W. to N.N.W. Lost three topsails, three topgallantsails, jib, crossjack, spanker, storm spencer, and lower maintopsail yard; two boats stove and bulwarks carried away; decks swept of everything movable forward; house doors and windows smashed in, cabin doors

carried away, and cabin partially filled with water. On the 18th, at 10 a. m., lat. 45.50 N., long. 32 W., weather clear, wind N. W., a heavy gale, the ship was laboring heavily, with no sail but a tarpaulin in the mizzen rigging, when a sea struck the rudder, breaking the pintles and smashing the rudder post; vessel now quite disabled and unmanageable; jibboom gone, with Tried to get the ship before the wind with a sea rudder, but could not succeed; gale continuing till the 25th; vessel lying in the trough of the sea, and making much water; pumps constantly attended to, but the windmill pump got choked. Eight men laid up through exhaustion. Several lanyards of fore and main rigging gone. A vessel hove in sight, when, after consulting mate and crew, I came to the determination that, for the safety of our lives, we had better abandon the vessel, as we could not keep her affoat much longer. Hoisted signals of distress, when the stranger bore down upon us. She proved to be the 'Guiseppina Oneta,' Schiappacasse master, from Hayti for Queenstown, for orders. We launched our only boat (lat. 45.29 N., long. 29.13 W.), and in three trips succeeded in getting our crew on board the Italian. Before leaving our ship, sounded the pumps, and found four feet of water in the Just after this, and before leaving, the three masts went by the board, the foremast first." The "Andrew Lovitt" was owned by William D. Lovitt and Thomas J. Perry. Vessel and freight insured \$8,500 in "Pacific," \$8,000 in Marine" and \$3,000 in "Commercial."

SHIP TYRO, 795 tons, Charles Raymond master, sailed from Philadelphia October 20th for Bremen, with a cargo of 5,281 barrels refined petroleum, and encountered a S.E. hurricane on the 29th, which hove ship down, when the foretopmast was cut away, which took

with it the main topgallantmast, jibboom and bowsprit; washed everything movable from the deck, filled cabin with water, stove main hatch and ship sprang a leak. Not being able to free the vessel of water, she was abandoned on the 31st, with eight feet of water in the hold, the crew being rescued by the Spanish barque "Isabel," which landed them at Santander, Spain, on the 31st December. Owned by Dennis & Doane, James F. Scott and N. W. Blethen. Vessel and freight insured \$9,000 in Pacific," \$2,000 in "Atlantic" and \$1,600 in "Oriental."

BARQUE ORIENTAL, 1056 tons, Joseph F. Corning master, sailed from Philadelphia on the 19th March for Queenstown, with a cargo of 62,000 bushels of grain. and on the 22d and 23d experienced very heavy weather, during which she lost main and mizzen top-From the 25th to the 31st, the weather was so thick that the captain was unable to get an observation, and on the morning of the 31st the vessel struck on the South East Bar, Sable Island, and became a total loss. together with the cargo. When she struck, the wind was from the S.S.E., with considerable sea. Two boats were launched, one commanded by the captain and the other by the mate, and an attempt was made to reach the shore. The fog, however, was so thick that they got among the breakers and returned to the ship. The mate's boat was wrecked alongside, and the crew remained on board the ship during the night, but, the fog lifting in the morning, they all succeeded in getting ashore in the captain's boat. A portion of the materials The crew were brought to Halifax by the Government steamer "Newfield." The "Oriental" was built at Quebec in 1878, and was on her second voyage. Owned by S. J. and A. M. Hatfield, of Yarmouth, and others. Vessel and freight insured in Yarmouth offices

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as follows: \$9,000 in "Acadian," \$7,000 in "Oriental," \$4,000 in "Commercial," \$4,000 in "Marine." There was also some insurance on the vessel in Liverpool, G. B.

BARQUE VERITY, 1022 tons, George W. Corning master, sailed from Waterford, Ireland, on the 20th December for Delaware Breakwater, in ballast, and on the 29th. in long. 20, encountered a hurricane, with heavy combing sea, which threw ship on her beam ends, breaking off bowsprit close by the bow, breaking foremast off at the deck, and main and mizzen masts under the caps, all coming down together, killing two men and crippling several others; also smashing the deck and top generally; seas making a complete breach over the wreck. On the 4th January, finding her drifting rapidly toward the north-west coast of Ireland, continuous heavy gales from the westward prevailing, and there being no chance to save the ship by means of her anchors, the captain and crew took to the boats, and landed at Clifden on the 5th, the ship going ashore a short time previously, and breaking up immediately. Nothing saved. The "Verity" was built at Quebec in 1877. and was owned by S. J. and A. M. Hatfield, of Yarmouth, and others. Insured in Yarmouth offices as follows: \$6,000 in "Oriental," \$6,000 in "Acadian," \$3,000 in "Commercial," \$3,000 in "Pacific," \$3,000 in "Marine."

BARQUE FRANCIS HILYARD, 976 tons, William B. Ritchie master, sailed from Philadelphia on the 25th January for Antwerp, with a cargo of oil, and put into Bermuda on the 1st February, with loss of sails, leaky and otherwise damaged, and was condemned and sold. Owned by John and James J. Lovitt, George H. Guest and Jacob Bingay. Vessel and freight insured \$8,000 in "Pacific," \$6,000 in "Acadian," \$5,250 in "Oriental," \$3,000 in "Atlantic" and \$900 in "Marine."

BARQUE HATTIE GOUDEY, 938 tons, Richard R. Shaw master, from Philadelphia for Rouen, France, with a cargo of wheat, arrived safely at Havre on the 25th February, and was obliged to wait until the 9th March for high tides to allow her to cross the bar. Whilst towing up the river on that date in charge of two tow-boats, she struck on a bank about twelve hundred metres N.E. of Honfleur, capsized, filled with water, and became a total wreck. Three of the crew were drowned. by Zebina Goudey, W. W. Crosby, William and N. B. Currier, Josiah Crosby, Viets & Dennis and others. Vessel and freight insured \$10,900 in "Oriental," \$10,000 in "Acadian," \$4,500 in "Marine," \$2,000 in "Commercial," \$1,000 in "Atlantic" and \$500 in "Pacific."

Barque DARTMOUTH, 873 tons, Benjamin C. Raymond master, sailed from Liverpool, G. B., on the 27th January, for Delaware Breakwater, in ballast, and was not afterwards heard of. There were eighteen persons on board, of whom the following belonged to Yarmouth: Benjamin C. Raymond, master, of Hebron: his wife, Irene (daughter of Mr. Chipman P. Doty): Jesse Wyman (son of the late Capt. Jesse Wyman), mate; Edward D. Perry (son of the late Elias Perry), of Beaver River, second mate. Owned by L. E. Baker, S. P. Raymond & Co. and the master. She had been but a few days out of dock, where she had been re-coppered and re-classed, previous to her sailing. Insured \$8,000 in "Marine," \$4,000 in "Pacific," \$3,000 in "Oriental" and \$3,000 in "Commercial."

BARQUE CHILI, 649 tons, Sylvester L. Oliver master, sailed from Baltimore on the 17th December, 1878, for Rochefort, France, with a cargo of grain, and foundered on the 29th, in lat. 40 N., long. 48 W. Crew rescued by American schooner "Edward I. Morrison," Capt.

Lavender, from Galveston, and landed at Havre. Owned by Killam Brothers, B. Corning and Samuel Killam, jr. Vessel and freight insured \$9,000 in "Atlantic," \$5,000 in "Pacific" and \$2,500 in "Marine."

BARQUE LUEDNA DURKEE, 476 tons, Pearl R. Durkee master, sailed from New York on the 5th March for Bordeaux, with a cargo of 30,752 bushels wheat, and was abandoned on the 21st, in lat. 46.04, long. 38.14, with four feet of water in the hold, pumps choked and leak increasing. Crew saved and landed at Philadelphia by Belgian steamer "Nederland," from Antwerp. Owned by R. W. Freeman, William Rowe and others. Insured \$8,000 in "Pacific," \$7,000 in "Atlantic," \$1,000 in "Oriental" and \$500 in "Commercial."

BARQUENTINE AUSTIN, 433 tons, James M. Davis master, sailed from Laguna, Mexico, on the 10th August for Havre, with a cargo of machinery, and put into Key West, Florida, 20th September, leaking, with three feet of water in the hold and foremast sprung, having been ashore on the Mexican coast. She was subsequently condemned and sold. Owned by the master. Insured \$4,000 in "Commercial" and \$2,000 in "Marine." She was also insured \$5,000 in the "Ocean Marine" of Halifax.

STEAMER G. W. JOHNSON, 72 tons, Benjamin S. Doane master, sailed from Yarmouth on the 26th March for Parrsboro, N. S., intending to ply between ports on the Basin of Minas, arrived at Parrsboro 2d April, and left the same evening for Wolfville. A gale of wind sprang up shortly after leaving port, and the steamer was anchored under the lee of Partridge Island. About midnight she was discovered to be on fire, and was totally destroyed, the remnant of her hull sinking in four fathoms of water. The crew escaped and got safely ashore. Owned by E. F. Clements and others.

Insured in the Yarmouth Agency of the Lancashire Fire Insurance Co. for \$7,000.

BRIGANTINE MINNEHAHA, 244 tons, Samuel Porter master, sailed from Pascagoula, Mississippi, on the 12th December, 1878, for Nantes, France, with a cargo of yellow pine lumber, put into Nassau, N. P., on the 23d, leaky, and was subsequently condemned and sold. Owned by Benjamin Davis. Insured \$4,000 in "Atlantic." Freight insured \$1,600 in "Pacific."

BRIGANTINE G. T. WINSOR, 98 tons, Edward Allen master, sailed from Turk's Island, W. I., on the 15th December, with a part cargo of salt, and was not afterwards heard of. Her crew consisted of: Cornelius Ryder, mate; Abram Guard, cook; Edward Allen, jr. (son of the master), John Muse (son of Maximine), and Patrick Kehoe, of Ireland. Owned by A. F. Stoneman & Co. Insured \$3,000 in "Marine." Cargo insured \$400 in same office.

Schooner DREADNOT, 104 tons, Nathan McConnell master, sailed from Antigua on the 1st March for Yarmouth, with a cargo of molasses, and was not afterwards heard of. Her crew was composed of: Joseph W. Ritchie, mate; Joseph J. Muse, cook; Leon Jeddry, Abner Vickery and Joseph N. Ritchie, all residents of this County. The crew of the Digby schooner "George M. Dutcher" (which was sold in the West Indies), viz.: Wallace E. Letteney, master; George Middleton, mate: Luther Smallie, seaman, and Peter Saunders, cook, were also on board. The "Dreadnot" was owned by William Law & Co. and others, and was chartered for this voyage by A. F. Stoneman & Co., owners of the cargo. Vessel insured \$2,200 in "Acadian." Cargo insured \$3,000 in "Commercial" and \$1,000 in "Pacific."

SCHOONER SARAH T. A. FROST, 102 tons, Robert Bell master, sailed from Porto Rico on the 13th March

for Yarmouth, with a cargo of sugar, and was not afterwards heard of. Her crew was composed of: Isaac H. Smith, mate; Philip Trabary, cook; Peter Muleson, Hugh McLeod, and Lawrence Joseph, of Trieste—all, excepting the last named, residents of this County. Owned by A. F. Stoneman & Co. Insured \$3,000 in "Marine." Cargo insured \$3,000 in "Commercial" and \$1,500 in "Pacific."

SCHOONER MOERO, 85 tons, James A. Gayton master, sailed from Yarmouth on Saturday, December 7th, 1878, for St. Kitt's, with a cargo of fish and lumber. crew consisted of: James Morris, mate; — Williams. cook; H. Clarence Kinney, John Blackett, and David The captain, mate and Kinney be-Pursell, seamen. longed to Yarmouth. The schooner left port with a strong steady breeze, which continued favorable until she was well off the coast on the Sunday night following. when it increased to a severe gale, compelling them to lay to until Wednesday morning. The storm had then so far abated as to admit of again making sail. They had proceeded but a short distance on their course. however, before they experienced thick snow-squalls and severe winds from W. and N.W., which increased. until they exceeded in violence anything they had yet encountered. On Friday the captain got an observation, when he found himself to be about fifty miles S.E. from Bermuda. As the vessel had behaved badly while laying to, he ran her before the wind under a doublereefed foresail, and continued to do this with comparative safety and comfort until Sunday morning at about 3 o'clock, when the disaster occurred which will be presently described. It was the mate's watch on deck. which he occupied with seaman Blackett, the captain and cook being in the cabin, and the remaining two hands in the forecastle. About 2 o'clock, Blackett

having taken the wheel, Morris went down into the cabin to look after the fire and see that all was snug. The captain and cook were sleeping soundly in their berths on opposite sides of the cabin, and everything was cosy and comfortable. He again went on deck, and took his turn at the wheel, Blackett stationing himself in the lee of the mainmast. The moon was shining brightly at the time, and though the gale blew with great fury, they were in a comparatively comfortable condition, and to all appearance were not in any immediate danger. Without a moment's warning, a tremendous sea broke with great violence under the vessel's counter, lifted from its position the cog-gearing of the steering apparatus, which rendered the helm unmanageable, and the two men were thrown headlong far out to leeward into the boiling sea, Morris, in his fearful plunge, going over and clear of the mainboom. blinded by salt water, and bewildered by the suddenness of the shock, he instinctively threw up his hands in the effort to clutch something, and his fingers came in contact with a rope, which he held with the desperate strength of a drowning man, and in a moment was dragged to the surface of the water. As soon as he could see and collect his scattered senses, he found that he had caught the foot-rope of the mainboom, which the force of the great wave had thrown after him. At the same instant that the vessel was struck and the rudder ungeared, she broached to, and coming into the trough of the sea was thrown on her beam This must have all happened in a few seconds of With great difficulty, Morris hauled himself to the upper main rail, this being the only part of the vessel out of water. He reached it to find that Blackett had also marvellously escaped drowning, and was clinging to the same place. When the sea struck them,

Blackett was also thrown over the rail by the force of the shock and sudden careening of the vessel, but he had caught hold of the maingaff, and was dragged on board. Just as the two men were trying to reach the rail, they saw a man crawling out of the gangway of the cabin, down which the water was pouring with great force. Morris supposed him to be the captain. and called out, "Be quick, captain, and save yourself." He struggled clear of the descending flood, and succeeded in reaching the rail with the other two men. They then saw that it was the cook, Williams, and that it was now too late for the captain to get out, the vessel having settled down in the water so that the gangway was entirely submerged. The men cut away the lanyards of the main rigging with their knives. when the mainmast immediately broke off at the deck. Morris and Blackett then lashed themselves to that part of the rail which was most out of water, one of them being on the inside of the rail and the other outside. Williams neglected to take this precaution. The position of the men was now one of extreme danger. The deckload of lumber had broken its lashings, and was being pitched about in all directions with terrible force by the fury of the waves, often pounding against the bodies of the poor fellows, who were powerless to ward off the blows, or to do more than cling to their precarious hold. While in this condition, Williams conceived the idea of trying to cut the fore rigging, with the hope that if this were done, the vessel would then come back to her proper position. Though warned by the other men not to make the attempt he resolved to do so. watched the seas as they rushed by, and just as a huge wave had broken and passed over them, leaving for a moment the upper rail out of water, he darted forward with the expectation of reaching the rigging and secur-

ing a hold before the next wave came over the vessel. But the poor fellow lost his life in the daring attempt. The men watched him until the blinding spray hid him from their sight, and never saw him again. He either missed his footing and fell into the sea, or was forced by the next wave from the vessel's side before he could catch the ropes. He might well have saved himself the cost of his life, for in a short time the fastenings gave way of themselves, and directly the foremast broke off. and the vessel righted. The men could now see that their unfortunate shipmates in the forecastle must have drowned immediately after the vessel capsized. The forward house was gone, undoubtedly having been carried away with the breaking loose of the deckload. left a large opening for the sea to enter, and the forecastle must have filled with water in a few minutes. The main hatch had also been forced off, and the cargo was breaking up. The two men now ventured to unlash themselves from the rail. They procured ropes and lashed them across the davits, and secured a plank in such a position that they could stand upon it, and be out of water most of the time. A few apples floated out of the cabin, which were collected and saved with great care. Although the vessel was now in an upright position, her whole forward part was completely under water, except at short intervals between the breaking of the heaviest seas, when the upper parts of the rails appeared. The chains and anchors, with other heavy gear forward, formed a dangerous weight, while the foremast, with all its rigging attached, helped to drag her down. The mast and some of the lumber, which still floated alongside, were pounding violently against the vessel, adding another element of danger to their already critical condition. It was also a matter of fearful uncertainty with them whether the cargo, as the



packages became water-soaked, would not sink, and carry the vessel down with it. They remained in this position of dread and imminent peril all the long. stormy day, and the following night, until Monday morning. The weather then moderated sufficiently for them to make some sort of an attempt to improve their condition. Their first anxiety was to get rid of the mast and other floating wreckage alongside. watched their chance, and, after the breaking of a succession of heavy seas, reached the bow of the vessel, having to swim part of the distance. They soon cut away the rigging with their knives, when the mast, with all attached, parted from the ship's side. lightened her so that the windlass appeared above water, enabling them to work at the chains with the hope of getting them overboard. After hours of painful and dangerous toil, they succeeded in unshackling the chains, and getting clear of them and the anchors. The vessel was now lightened so that the men could get aft again by wading waist-deep in the water. They looked down the cabin gangway, and there saw, underneath the water, the body of their captain. They made a sort of gaff, and, with considerable difficulty, got the body out. A great wound upon one side of the head left no doubt that the unfortunate man had been thrown violently out of his berth against the stove, directly beneath and opposite, and had drowned while still insensible from the force of the blow. He was closely wrapped in a quilt, just as he had gone to sleep, a further proof that he had never moved after falling from his berth. It was now about 2 p. m. Just as they got the captain's body they sighted a barque on their windward horizon, and soon saw that she was nearing them. They got a piece of board, and fastening upon it portions of their clothing, waved it as a signal of distress.

But the hope which they felt of being rescued, was doomed to a speedy termination. They soon saw that the ship's course would leave them about two miles to leeward, and when she had passed the point which brought her thus near, and was gliding rapidly away without a sign of recognition, their hearts sank within them, and they felt themselves abandoned to perish. Despair is bad enough when brought on by a succession of misfortunes; but despair so suddenly taking the place of buoyant hope, is almost more than humanity can endure. The situation of the men was now miserable in the extreme. Their strength was fast failing from exposure, over-exertion and want of food; the dead body of their captain lay on deck beside them, and the near approach of night brought with it the dreadful thought that their sinking craft might not hold them up until another dawn. Though they now gave up all hope of rescue, they still kept waving their signal, with the desperate persistence of drowning men. Thus clinging to the shattered and sinking hulk they watched the beautiful outlines of the departing ship, and felt that they had seen but a sweet vision to mock them in their misery. But directly, as their straining eyes glared at the fading object, they caught sight of a movement which caused their hearts to beat wildly again with sudden hope. The topgallantsails of the ship were rapidly lowered, and while they could scarcely yet believe that the sign was one of good to them, another sail was hauled in, the vessel changed her course, and in a few moments bore directly toward them. But although they now felt sure of speedy deliverance, their joy was not so bewildering as to cause them to forget that the performance of a mournful duty was required of them. Their dead captain still lay unburied. With reverent hands they lashed

him closely in the sheet that was already around him. enclosing one of the iron windlass levers for a weight. The mate then read a chapter from the dead man's Bible, which had but a short time before floated out of the cabin, and after offering a short prayer, they launched him into the deep. When they had finished their sad task, their rescuer was close upon them, and none too soon, for it was now beginning to grow dark. The barque rounded to on their leeward side, when the shipwrecked men hailed her and asked to be taken off. A boat was immediately lowered, and they were taken on board, where they were received with many tokens of joy and treated with the utmost kindness. rescuer proved to be the barque "Romo," Capt. Carrol, of Londonderry, Ireland, from Calais, France, bound for Baltimore. She arrived safely at the latter port in a few days from that time, where she landed the shipwrecked men. The kind-hearted captain was especially overjoyed at their rescue, and told them how narrowly they had escaped from being missed by him. His ship had experienced the same gale which had wrecked the When it moderated, on Monday morning, he found himself considerably off his proper course, but not quite far enough to make it immediately necessary to tack ship. But the wind kept canting very gradually and slightly and crowding the vessel off, until the captain expressed his intention of tacking ship at noon. unless the wind should change in the meantime. at noon the wind had altered just a point in his favor, barely sufficient to change his decision of a few hours before. He now thought to run until 4 o'clock, when it would be necessary to take the other tack. At 4 o'clock they were about passing the wreck, though it was so low in the water that they did not discover it, nor the signal of distress. Shortly after this, the second

mate went aloft with one of the men to attend to some trifling duty, and while there noticed the black object on the water, but could not see it plainly enough to distinguish its character. They thought they could see something moving upon it, however, and after finishing their work and returning to the deck, they reported their discovery to the captain. Capt. Carrol examined the object with his glass, but could make nothing out of it. He was undecided for a time what to do, but lest there should be a bare possibility of his leaving a human being to perish, he at length ordered the topgallantsails to be lowered and other sails to be taken in. and bore down on the wreck. By these apparently trifling occurrences, the rescuer and the perishing were brought near each other, and two souls were saved to tell the story of disaster and death, of miraculous interposition of Providence, and of God's power on the great deep. When it is borne in mind that they were far out of the usual track of passing vessels, their escape seems truly providential, and the mate, in recounting the circumstances, seemed to feel this to be the case. The "Moero" was owned by Parker, Eakins & Co. Insured \$2,000 in "Commercial" and \$2,000 in "Pacific." Cargo insured \$3,300 in "Oriental."

SCHOONER BOADICEA, 79 tons, Levi Nickerson master, sailed from Yarmouth on the 24th January for Martinique, with a general cargo, and was not afterwards heard of. Her crew was composed of: Charles W. Hersey, of Yarmouth, mate, leaving a widow and three children; Jacob Nickerson, cook (brother of the captain), leaving a widow and four children; William Strickland, of Yarmouth, leaving a widow and five children; Joseph Doucette, of Argyle, leaving a widow; Isaac Montague, of Argyle, unmarried. The captain left a widow and four children. Owned by Ryerson &

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Moses and R. S. Eakins, jr. Vessel insured \$1,500 in "Marine." Cargo insured \$2,600 in "Marine" and \$800 in "Atlantic."

Schooner LIZZIE M. STEWART, 74 tons, Calvin Morrill, of Brooklyn, master, sailed from Yarmouth on the 15th February for Barbados, with a cargo of fish, lumber, etc., and was not afterwards heard of. Her crew was composed of: Asa Scovill, of Chegoggin, mate; Jesse Cann, of Overton, cook; Benjamin Nickerson, of Pubnico; Henry Montague, of Nantucket, Massachusetts, and Antonio Scotia, of Trieste. Owned by Parker, Eakins & Co. No insurance on vessel. Cargo insured \$2,500 in "Commercial." The mate, Mr. Asa Scovill, was one of the two survivors of the crew of the ship "W. J. Hatfield," of Yarmouth (which foundered at sea as previously reported), who jumped overboard from that vessel and were picked up by the boat of the "Floka."

SCHOONER E. GOODWIN, 68 tons, Isaac Goodwin master and owner, from Yarmouth for Sydney, C. B., in ballast, ran ashore at Jeddore Ledges, on the 1st September, and became a total loss. Crew saved. Insured \$2,000 in "Oriental."

Schooner ZAIDEE, 60 tons, Timothy Powell master, from Halifax for Yarmouth, with a cargo of coal, went ashore at Gull Island, near Liverpool, on the 19th December, and was condemned and sold. Owned by George K. Trefry and others. The cargo was owned by James E. Clements, and insured \$225 in "Atlantic." No insurance on vessel.

SCHOONER MANOMET, 58 tons, sailed from Yarmouth on the 27th December, 1878, for Antigua, with a cargo of fish, etc., and capsized during a gale on the 3d January, in lat. 34 N., lon. 52 W. She afterwards righted, with cabin half full of water and both masts gone.

Samuel Patterson, mate, and Robert McKinnon, seaman, were drowned. The survivors, consisting of the master and two seamen, were rescued by the Danish brig "Maria Anna," on the 19th January, and landed at Havre on the 10th February. Owned by Samuel Killam, jr., and William A. Killam. Insured \$1,000 in "Atlantic." Freight insured \$700 in the same office.

Schooner JUVENILE, 47 tons, Herbert Hines master, from Bank Quero via Canso for Lockeport, with a full fare of 629 quintals of codfish, struck on Jeddore Ledges, on the night of the 9th October, and came off shortly afterwards, leaking badly. The night was very dark, and the weather thick. As the captain could not make the land, he ran for Devil's Island light. At midnight, when the light was in sight, the leak had increased, although the pumps had been working continually, and the vessel was found to be settling in the water. The captain and crew, ten in number, took to the dories and made for the shore. The vessel sank soon afterwards. Owned by Hatfield, Kinney & Co. Insured \$1,000 in "Oriental" and \$200 in "Commercial." Cargo insured \$2,000 in "Pacific."

Schooner ESTELLA, 45 tons, John Hersey master, sailed from Yarmouth on the 28th December, 1878, for Antigua, with a cargo of fish, etc., and experienced very heavy weather immediately after leaving port, and was obliged to lay to three days. Her crew comprised: James Foote, of Chegoggin, mate: James Young, Charles Cosman, seamen: and Aaron Boyd, cook. On the morning of January 5th, a heavy sea capsized the vessel. Of the crew of five men Cosman only was on deck, the other four being below. Capt. Hersey and chief officer Foote and the cook came on deck as she turned over. The survivors then succeeded in getting on the side of the vessel. The cook fell off exhausted after three.

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hours. The captain succumbed to the exposure and fatigue after gallantly holding on until after 8 o'clock in the morning. The vessel finally righted, full of water. Foote and Cosman managed, with great difficulty, to make their way once more to the vessel's deck. They laid planks on the windlass and water barrels, which served as their bed and resting-place for fifteen days. Neither of them slept for the first three days, expecting every moment that the vessel would sink beneath them. On the fourth day a barrel of apples floated from the fore hold, which they succeeded in capturing. The apples were saturated with salt water, and caused the poor fellows the most intense thirst. They also obtained a box of salted mackerel which they greedily devoured. A day or two afterwards a barrel of flour floated out from the hold. They made dough of a portion of its contents, but a heavy sea springing up a wave washed it away. January 19th, while the wind was piercingly cold and the sun was about going down, the unhappy men were seen by the Spanish brig "Dorotea," which bore down and rescued them. They were in such an emaciated condition that they had to be lifted from their plank bed, to which they had tied themselves to prevent being The survivors were landed at Falmouth, England, on the 15th February. Owned by William A. Killam. Insured \$2,000 in "Pacific." Cargo insured \$1,500 in "Oriental."

Schooner VILLAGE BELLE, 25 tons, sailed from Emerald Isle, Barrington, on Sunday morning, 7th December, for Argyle. There were on board Michael Wrayton, master; his youngest son, Lovett, aged nineteen; his youngest daughter, Cassie, aged seventeen; and Jacob Sears; who were intending to visit Capt. William McDonnell (Mr. Wrayton's son-in-law). Be-

tween 1 and 2 p. m. the schooner was seen to sink in Argyle Sound, and immediately boats put off from the shore to the scene of the disaster, about three-quarters of a mile distant. One of the boats succeeded in recovering the bodies of Mr. Wrayton and his daughter, and conveyed them with all possible haste to Capt. McDonnell's residence, about a mile and a half away. Drs. Barton and Fox were speedily in attendance, but their efforts at resuscitation were unavailing. The bodies of young Wrayton and Sears were not recovered. The "Village Belle" was owned by William McDonnell. No insurance.

SCHOONER CHESAPEAKE, 26 tons, Ansley Turner master and owner, in ballast, ran ashore at Grand Manan during a gale on the 18th August, and became a total wreck. Crew and materials saved.

Schooner MAROON, 80 tons, Swain master, of and from Lockeport, N. S., for Barbados, was abandoned at sea on the 29th January. Crew saved and landed at Barbados. Insured \$6,000 in "Pacific."

SCHOONER SISSIBOO, owned by J. G. Hall & Co., Boston, was abandoned at sea during this year. Insured \$4,000 in "Marine."

Mr. James Purdy, mate of ship "Hectanooga," died of fever on the 13th October, while on the passage from Mobile to Dublin.

Capt. John J. Bain, master of French brig "Marie," died at St. Martin's, W. I., on the 16th September.

Mr. Hugh Porter (son of Mr. John Porter, of Pembroke), fell from the mainyard of ship "George Bell" to the deck, on the 20th December, on the passage from Philadelphia to Bremen, and was instantly killed.

Mr. Oscar Raymond (son of Capt. R. B. Raymond), was lost overboard on the 10th July, from barque

"Thomas Perry," on the passage from Baltimore to Bristol, and drowned.

Henry Powers (son of the late Mr. William Powers), was lost overboard on the 18th October from barque "Lizzie Perry," on the voyage from Philadelphia to Waterford, and drowned.

William McKay (son of Lauchlan McKay, Esq., of Barton, Digby Co.), fell from the foretopsail yard of barque "George H. Jenkins," on the 4th December, on the passage from Havre to New York, and was drowned.

1880.

Ship J. S. WRIGHT, 1274 tons, T. W. Churchill master, sailed from Glasgow, Scotland, on the 4th May, for Providence, R. I., with a cargo of iron, sprang a leak on the 17th, in lat. 50.08, long. 38.03, and was abandoned. Crew rescued by steamer "Gloucester," from Bristol, and landed at New York on the 24th. Owned by N. Churchill. Insured \$5,000 in the "Commercial" office.

Ship PAUL BOYTON, 1097 tons, John Killam master, sailed from Baltimore, Maryland, on the 21st August, for Hamburg, with a cargo of 63,950 bushels of corn, and at midnight on the 20th September, during a strong gale and heavy sea, was driven ashore on the Goodwin Sands, where she became a total wreck. Crew saved by the Deal life boats. Owned by Andrew Lovitt and others. Insured \$10,000 in "Commercial," \$2,200 in "Oriental," \$1,800 in "Acadian," \$2,500 in "Pacific," \$750 in "Atlantic," and \$1,800 in "Marine." Freight insured \$600 in "Commercial," \$1,100 in "Pacific," and \$600 in "Atlantic."

Ship TOLLINGTON, 1070 tons, Albert W. Robbins master, sailed from Bremen on the 22d January for New York, in ballast, and ran ashore at Ameland (near

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the mouth of the Texel River), on the night of the 26th January, and became a total loss. Crew saved. Owned by Dennis & Doane and others. Insured \$4,000 in "Oriental," \$1,800 in "Marine," \$1,600 in "Pacific," and \$1,000 in "Atlantic."

BARQUE REVIEWER, 991 tons, Frederick Brown master, sailed from Liverpool, G. B., on the 21st June for Philadelphia, with a cargo of iron, soda, wool and rags, and ran ashore on the 5th August at Harbor Island, East Halifax, N. S., where she became a total wreck. Crew and a large portion of the cargo saved. Owned by G. J. and J. C. Farish, estate of Jonathan Horton and others. Insured \$5,500 in "Atlantic," \$4,000 in "Marine," and \$3,000 in "Acadian."

BARQUE NENUPHAR, 846 tons, James Cain, jr., master, sailed from Baltimore on the 15th March for Londonderry, with a cargo of 49,170 bushels of corn, valued at \$27,044. On the 26th, at 8 p. m., in lat. 38 N., long. 32 W., during a hurricane, the vessel was struck by heavy seas, which threw her on her beam ends, when the fore and main topgallantmasts were cut away. main stays parted; about midnight, two chain plates, bolts, etc., were torn from the side, and the mainmast was then cut away; vessel became a complete wreck, and was making water very fast; one pump was kept going, the other was broken by the mainmast falling on it. A jury foremast was rigged, and on the 27th the captain and crew were taken off by the American ship "Washington," Martyn master, from New York for Bremen. They were landed at Falmouth, England, on the 21st April by pilot boat No. 8. The "Washington" fell in with the "Nenuphar" on the 24th March, in lat. 38, long. 60, and remained by her three days before the weather moderated sufficiently to effect the rescue of the crew. Owned by John and James J. Lovitt, and



Israel L. Walker. Insured \$10,500 in "Commercial," and \$9,000 in "Oriental." Freight insured \$700 in "Commercial."

BARQUE CHARLES F. ELWELL, 755 tons, William H. Hilton master, sailed from New Orleans on the 2d January for Rouen, France, with a cargo of grain, and was not afterwards heard of. There were probably fifteen persons on board, of whom the following belonged to Yarmouth: William H. Hilton, master, of Rockville, and his only son Edward, aged sixteen years; Alma Weston (son of Mr. William Weston, of Rockville), mate. Owned by Zebina Goudey, Aaron Goudey and Thomas O'Brien. Insured \$6,000 in "Oriental," \$2,000 each in "Commercial," "Pacific," "Atlantic," and \$1,000 in "Acadian." Freight insured \$3,000 in "Oriental."

BARQUE FANCHON, 597 tons, Thomas Clendinning master, sailed from Charleston, S. C., on the 16th November, for Cette, France, with a cargo of staves. and was dismasted during a heavy gale on the 2d December, and abandoned. The captain's report is as follows: - "We left Charleston on the 16th November. weather mild, and continued so for about a couple of days. From that out had a gale about every other day. On the 2nd December, when the vessel was under two lower topsails, a sea struck her, which knocked off the forward house, ripped up three deck planks which were under it, broke twelve stanchions, carried away maintopmast, main-yard, foretopgallantsail, lower foretopsail vard, and one of the boats. One of the crew was washed overboard, but was washed back again. vessel filled with water in about five minutes afterwards. She was then in about lat. 41.30 N., long. 37.30 W. The fresh water tank under deck soon filled with salt water. The gale moderated next morning. but the day after there was another gale, which con-

tinued for several days, during which the crew had sometimes to take to the after-house and sometimes to The greater portion of the prothe mizzen rigging. visions was washed overboard. We hoisted signals of distress, but nine vessels passed without rendering any assistance. One came alongside, and we could almost read the name. If this vessel had stopped, we could have gone on board in one of our boats. On the 9th December, the barque 'L. G. Biglow,' Capt. Brownrigg, came to our assistance, and after much difficulty we succeeded in getting on board. We existed for seven days on hard bread, but had no fresh water during all that time. Myself and crew lost everything. We were landed at Belfast on the 21st December." The "Fanchon" had been put in thorough order, coppered and reclassed at Yarmouth in August. Owned by Jacob Bingay and others. Insured \$2,000 each in "Marine." "Oriental," and "Commercial," \$1,500 in "Atlantic," and \$1,400 in "Pacific." Freight insured \$1,000 each in "Oriental," "Commercial" and "Atlantic."

BARQUE MATILDA HILYARD, 584 tons, George Anderson master, sailed from Dieppe, France, on the 24th February, for Ardrossan, in ballast, and was driven ashore on the south end of Horse Island, near Ardrossan Harbor, where she was condemned and sold. Two of the crew were drowned. Owned by William Law & Co., Joseph B. Lovitt and Edward H. Lovitt. Insured \$5,000 in the "Oriental."

BRIG WILLIE, 282 tons, Charles Amero master, from Barbados for Belliveau's Cove, in ballast, struck on Gull Rock, Brier Island, N. S., on the 22d March, and became a total wreck. Crew and materials saved. She subsequently floated off and drifted out to sea, and on the 10th April went ashore at Chegoggin Lobster Bar and was broken up. Owned by William D. Lovitt.

Insured \$2,000 each in "Commercial" and "Acadian."

BRIGANTINE PRONTO, 139 tons, William Rogers master, sailed from Portland, Me., on the 31st January for Yarmouth, N. S., in ballast, and went ashore at Petite Passage, Digby Neck, on the 2d February, and became a total wreck. Crew saved. Owned by Hatfield, Kinney & Co. Insured \$2,000 each in "Marine" and "Oriental."

SCHOONER GLADIATOR, 115 tons, Hilaire Melanson master, sailed from Yarmouth on the 7th September for Antigua, with a cargo of fish and lumber, and her wreck was fallen in with bottom up on the 10th, in lat. 41.24, long. 64.34, by the brig "Lottie," which arrived at Halifax on the 17th. She was again fallen in with on the 19th by the New York pilot boat "Pet," No. 9. which sent a boat with two men alongside. The body of the captain (identified by the description given), was found hanging by the bowsprit, entangled in the rigging. A large hole was cut in the vessel's side at the water-line, and she doubtless foundered that night, as no trace of her was afterwards found. All on board perished, viz.: Hilaire Melanson, of Saulnierville, master: Augustus O. LeBlanc, of Church Point, mate; Charles Deveau, of Salmon River, cook; and his brother, Louis Deveau, seaman; John O'Donnell, of Meteghan; and Constant Doucette, of Little Brook. Owned by Parker. Eakins & Co. Insured \$2,500 in "Pacific." Cargo insured \$2,500 in "Ocean," of Halifax. A few stoves. shipped by the Burrell-Johnson Iron Co., were insured \$185 in "Commercial."

SCHOONER ALONZO, 35 tons, Peter Poole master, from Yarmouth for Shelburne, with a deckload of hay, whilst lying near Wrayton's Island, Barrington, during a thunder storm on the night of the 26th May, was struck by lightning and set on five. The captain was

awakened by a feeling of suffocation, and found the cabin filled with sulphurous smoke. He immediately aroused the crew, who tried to extinguish the fire, but without avail, and the schooner was got underway and run aground, where she was consumed to the water's edge. A small portion of the materials was saved. The crew landed in the boat, and the next day arrived at Pease's Island, whence the boat (with the crew on board) was towed to Yarmouth by steamer "M. A. Starr." Owned by James B. Weddleton. No insurance on vessel or cargo.

'Capt. McCallum, master of barque "W. T. Harward," was washed overboard from that vessel, on the passage from Calais, France, to Lewes, Delaware, on the 12th November, and drowned.

Mr. Arthur Goldfinch, of Maitland, mate of barque "Bachelors," was washed overboard from that vessel on the 13th April, on the passage from New Orleans to Rouen, and drowned.

Mr. Jeremiah Gayton, of Argyle, who had been absent from Yarmouth for twenty years, and was returning home as one of the crew of the barque "Clydesdale," which arrived on the 10th April from Liverpool, G. B., fell from aloft through the fore hatch into the hold, and was instantly killed.

Mr. Asa Chute (son of the late Mr. Isaac Chute), of Yarmouth, mate of barque "George Peabody," was lost overboard from that vessel on the 20th March, on the passage from New Orleans to Rouen, and drowned.

Arthur Roberts, aged seventeen, of Beaver River, was lost overboard from barque "Ecuador," on the 13th February, on the passage from St. John, N. B., to Glasgow, and drowned.

BRIGANTINE SPEED, owned by L. M. M. Willett, and

hailing from Shelburne, N. S., put into Nassau, leaky, on the 17th February, and was condemned. Insured \$1,000 each in "Marine," "Atlantic," and "Acadian" offices.

1881.

During this year the number of Yarmouth vessels lost was the same as in 1880, whilst the loss of life attending them was much less than that of 1880, and in that year it was far below the average. In only one case—that of the "Freeman Dennis"—has the sad record, "Not heard of," to be written, while in 1880 there were two such cases, and in 1879 no fewer than six, with a total of ninety-nine lives. In 1880, thirteen vessels, aggregating 8,807 tons, and thirty-two lives were lost—the smallest number of lives since a record of this kind was first instituted. In 1881 the losses aggregated 8,890 tons, involving a loss of twenty-one lives.

SHIP GEORGE BELL, 1,137 tons, Paskey P. Allen master, sailed from Quebec on the 4th October for Antwerp, with a cargo of timber and deals, and was abandoned in lat. 44.06, long. 27.40, on the 31st. Crew rescued by barque "Rona," Capt. Truks, and landed at Liverpool. The following particulars are gleaned from the protest of the captain: - "Began having strong winds on the 16th, increasing to heavy squalls on 17th. with ship laboring heavily and straining badly; all hands kept continually at the pumps. On the 18th. increasing gales with heavy squalls and seas, which constantly broke over the ship; at 10 a.m., shipped an immense sea which completely buried her from mizzen to fore mast, floated the entire after part of deckload, stove both quarter-boats, booby hatch, and pilot-house doors, and carried away poop rail and boat davits on starboard side, partly filling the cabin with water and

washing a large quantity of deals overboard. At midnight wind veered to W.N.W. On the 19th, gale still raging, ship laboring heavily and seas constantly breaking over her, filling the deck fore and aft, washing deck cargo adrift, carrying large quantities of deals overboard, filling the galley, forward house and cabin, washing men from the pumps, and breaking pump handles, breaking up hatches, etc. At noon all hands set to work to throw part of deckload overboard. At 4.30 brought ship to wind on starboard tack. Impossible to continue men at the pumps more than half the time. Some of the crew were kept bailing water from the On the 20th, heavy gale and high sea con-At daylight found ship over half full of water and leak rapidly gaining, and all hands set to work to clear the deck of remainder of deckload. At 10 a.m., water in hold within three feet of main deck, the cabin full of water, all stores wet and washing about storerooms and cabin, knocking down bulkheads and breaking everything in cabin. Crew all came aft and wanted to leave, as there was a sail in sight, but were told that the ship would not be abandoned as long as there was any possibility of getting her into port. weather was more moderate, set lower main and mizzen topsails, spanker, foresail and foretopmast staysail, and tried to get ship by the wind on starboard tack. Wind veering to S.E., ship came round into the trough of the sea and became unmanageable, lying with the lee side of house and hatches in the water, the sea making a clean breach over her. Ship being in danger of breaking up. and there being signs of another westerly gale, all sails were furled, ship hove to under the spanker, and signals of distress displayed to a sail then in sight, but as the weather came on thick the signals were not seen. At noon, owing to condition of weather, the fore and main masts were cut away, and also mizzentopmast, which took mizzenmast head with it. Ship then righted, but lying with deck level with the water, so it was impossible to do anything. At 8 p. m. a gale swept from the westward, when the men lashed themselves to the mizzenmast. Ship then lay with wind on port side and fell off before the wind, rolling heavily. The sea broke over her stern and stove in the after end of house. washed boat from forward house, and everything from the decks. The men watched their chance and made their way forward, as that appeared to be the safest part of the ship. On the 21st, gale moderating, they managed to get aft and found rudder and rudder-post adrift and swinging from side to side, stern opening and closing with every sea; no stores, clothing or furniture remaining, everything having been washed away; water tank stove in, so that they were left without a morsel of food or a drop of fresh water. They then got the port anchor off and slipped it with the chain cables and all heavy weights possible from forward, in order to lighten ship as much as possible; they got the spanker gaff and boom forward and secured them to the starboard anchor with a bridle and put it over for a drag. The galley stove was taken into the forecastle and a condenser was rigged to condense water. On the 22d, more moderate, ship breaking up, seams all opening in main deck and water ways. Found a few pieces of meat among deals in poop, and condensed about two gallons of water in twenty-four hours. During the next four days several vessels hove in sight, but although signals of distress were set and torches lighted during the night, they failed to attract attention. On the 31st, sighted a sail to windward, bound east, but so far off we had but faint hopes of being seen. However, at 2.30 p. m., she bore down towards

us, and proved to be the barque 'Rona,' Capt. H. Truks, of and for Liverpool, from Demerara, who kindly came to our assistance, sent his boat and took us all on board, and on the 9th November landed us all safely in Liverpool." The "George Bell" was owned by George H. Lovitt. Insured \$10,000 in "Commercial," \$10,000 in "Oriental," and \$8,000 in "Marine." Freight insured \$4,000 in "Oriental" and \$1,500 in "Commercial."

Ship Bolivia, 925 tons, Henry Lambert master, sailed from Rouen, France, on the 8th January for New York, in ballast, and was driven ashore, during a gale, at Harfleur, on the 20th January, and became a total loss. Crew saved. Owned by Killam Brothers. Insured \$8,000 in "Pacific," and \$8,000 in "Atlantic."

BARQUE JOANNA H. CANN, 1,168 tons, George W. Tooker master, sailed from Antwerp on the 16th December, 1880, for Hampton Roads, in ballast, and went ashore three miles south of Cape Henry on the 12th February, where she became a total wreck. Crew and materials saved. Owned by Hugh Cann, H. B. Cann, and the master. Insured \$2,500 in "Pacific," and \$2,500 in "Atlantic." There was also \$10,000 on the vessel in the "Ocean Marine," of Halifax.

BARQUE H. A. PARR, 1,111 tons, George A. Baker master, sailed from Liverpool, G. B., on the 15th September, for New York, with a general cargo, and was spoken by the barque "Flora," on the 26th October, in lat. 24 N., long. 44 W., dismasted, the sea at the time being so rough they could render no assistance. The barque "Carniola," Capt. Peck, of Bear River, N. S., rescued the crew of the "H. A. Parr" on the 30th, and landed them at Baltimore on the 18th November. The following is Capt. Peck's report of the disaster:—"Left Maryport, 8th October, and took southerly coarse.

the 29th, while lying with topsails and courses hanging in gear, weather being cloudy and overcast, with drizzling rain, made a wreck to the westward at a distance of about ten miles with a flag flying at mizzen, and supposed it to be a distress signal. The wreck was apparently a barque, with main topmast, topgallantmast, and all yards attached gone, also fore topgallantmast and jibboom and all yards forward, except foreyard. a. m. we set our flag at the mizzen truck in acknowledgment of the same. At meridian the weather came in thick and raining, so we lost sight of the vessel. 5 p. m., the wind breezing up N.E., with thick rain and falling barometer; bore away in search of the wreck. and at 6.30 p. m. made signals of distress, stowed topgallantsails, and rau under wreck's stern, which proved to be the barque 'H. A. Parr,' of Yarmouth, N. S., Capt. Baker, from Liverpool for New York, reported in a sinking condition, and wanted me to lay by until morning, which I did, shortening sail and hauling by the wind, the weather through the night being stormy and thick rain, with a fresh breeze and falling barometer. At 10 p. m. I again spoke the wreck and ascertained that the boats were all gone and the pumps choked. Sunday, 30th October, it was blowing a strong gale and a high, boisterous sea was running, but we ran down and spoke the wreck, when we ascertained that they wished to abandon her. We then launched one of our boats, although at great risk, G. W. Donald (mate), with four seamen having volunteered to attempt the rescue. I bore down on the weather beam of wreck as close as was prudent, and hauled by the wind, ship under lower topsails at the time. Owing to the heavy sea and ship rolling and laboring, one man was thrown overboard, spraining his right arm and rendering him totally disabled. We got him on board. The boat got

clear, having three seamen on board. They proceeded safely to the wreck, and I then wore ship, under the lee of the wreck, and there took on board eight men, two of whom were unable to help themselves. The boat then returned to the ship and took off the remaining seven, including Capt. Baker and officers, all of whom we got safely on board, they saving nothing but what they stood in. There were fifteen hands in all, and Capt. Baker and five men were disabled and in a helpless condition. The whole was accomplished in about three hours, and without accident, further than getting the boat slightly stove. Ship's position, lat. 41.30 N., long. 40.06 W. Capt. Baker continued to fail gradually, notwithstanding everything was done to make him comfortable. He could get no sleep, except to dose off for a few minutes at a time, and this sitting in a chair on deck, as he was in such pain and distress that he could not breathe so well in the cabin, and preferred the open air during the day and sat in the pilot house at night, where he was attended by some one both night and day. On November 8th his pulse had risen to 120, still he did not appear to lose his strength, and we hoped he would survive until we got in; but on the 9th November, his pulse still being high, we concluded he could not last much longer. The following night he suffered the most excruciating pain until about 2 a.m., on the 10th, when he appeared more easy and apparently dropped off to sleep, after which he never spoke. although he continued to breathe until about 4.30 a. m., when he expired, sitting as he had been during the night in his chair with Mr. Robbins, second mate of the 'H. A. Parr,' in attendance. After his death he was prepared for burial, and at 2.30 p. m. the main yards were hove back and the people all mustered aft. usual burial service was read, and his remains were

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then consigned to the deep, in the presence of the full ship's company, lat. 36.10 N., long. 66.44 W. We then proceeded on our voyage to Baltimore." While the "Parr" was in a sinking condition, two vessels - one Italian, the other Norwegian - passed close by without trying to render any assistance. Before the "Carniola" came in sight, one of the crew had been washed overboard and drowned. The "Parr" was struck by a heavy sea during a gale, which carried away the rail. This loosening the rigging, the masts went by the board, and the vessel began leaking at such a rate that the pumps could not free her. Several of the crew had their feet severely burned by soda ash, a portion of the cargo, becoming mixed with the water on deck. The "H. A. Parr" was owned by A. C. Robbins and others. Insured \$8,000 in "Commercial," \$4,000 in "Oriental," and \$4,000 in "Marine." Freight insured \$2.000 in " Marine."

Barque MAGGIE MILLER, 1076 tons, J. Auguste Tietz master, sailed from Antwerp on the 29th September for Hampton Roads, in ballast, and was abandoned near the Azores, on the 22d October, half full of water, and fast breaking up. Crew rescued by the Austrian barque "Proto," Capt. Catterinich, from New York, and landed at Alicante, Spain, on the 21st November. Owned by Zebina Goudey and others. Insured \$2,800 in "Oriental," \$2,000 in "Commercial," \$1,000 in "Pacific," \$500 in "Marine." Freight insured \$500 in "Oriental." There was also an insurance of \$2,000 on the vessel in a Halifax office.

BARQUE TRAVELER, 830 tons, Israel Goudey master, sailed from Coosaw, S. C., on the 13th August, for London, with a cargo of phosphate, and was dismasted, badly strained, and sprang a leak during a gale on the 21st. She was fallen in with on the 28th, south of

Cape Romain, by steamer "Saragossa," and towed into Tybee, Georgia, on the 30th, where she was condemned and sold. Owned by L. E. Baker and others. Insured \$4,200 in "Marine," \$2,500 in "Oriental," and \$1,000 in "Pacific." Freight insured \$3,400 in "Marine," and \$400 in "Commercial."

BARQUE FREEMAN DENNIS, 808 tons, Nehemialı Churchill (of Ohio) master, sailed from St. John, N. B., on the 28th September for Liverpool, G. B., with a cargo of deals, and was spoken on the 20th October, near the Azores, leaking and requiring assistance, by the Yarmouth barque "Maggie Miller." Capt. Tietz, of the latter vessel (which was abandoned two days afterwards), stated that during the night, being in want of assistance, he sent on board the "Freeman Dennis" for help, but the master of that vessel replied that "she had sprung a leak, and he could render no assistance, as he required it himself." During the same day, the Russian barque "Impi," Capt. Hogeman, from Pillau August 26th, saw the "Freeman Dennis," during a fearful gale, with signals of distress flying, but having only a few sails could not work to windward. "Freeman Dennis" had no sails, boats or houses, her deckload was washing about, and the foremast was seen to go over the side. The crew were aft, waving signals of distress. Capt. Hogeman thought she must have foundered the same night, as he burned torches and made every effort to reach the wreck till daylight. when no vestige of her could be seen. A barquentinerigged steamer was in sight during the afternoon, but she bore away, although every effort was made to signal her. Besides the master, there was a boy, also from Ohio, on board the "Freeman Dennis," and a young man from Westport. She had a crew of fifteen persons, all told. Owned by James M. Davis and others. Insured

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in Yarmouth as follows: \$1,000 in "Oriental," \$800 in "Atlantic," and \$300 in "Commercial." Freight insured \$2,800 in "Oriental," and \$1,500 in "Commercial."

BARQUE RANGER, 630 tons, Wellington Morrell master, sailed from Darien, Georgia, on the 22d December 1880, for Amsterdam, with a cargo of pitch pine lumber, and was almost completely wrecked during a gale on the 3d January, 1881. She was abandoned on the 16th, the crew being rescued by the Norwegian barque "Vasa," Capt. Tellaksen, from Fleetwood, England, and landed at New York on 11th February. The story of the suffering and privation which the crew of this ill-fated craft endured is best told by the captains of the two vessels, as follows: - "On the 19th January, at half-past 1 p. m., in lat. 35.49 N., long. 41.39 W., Capt. Tellaksen's attention was attracted to what at first appeared to be a dark speck on the crest of the farstretching billows. By degrees the speck increased in size, until at last it became apparent that a number of men were in the distance clinging to such pieces of a submerged wreck as could be made available for the purpose of protecting life. The wreck was drifting to the starboard side of the barque, and a man was seen in the rigging waving an English flag to attract attention. Capt. Tellaksen kept his course and soon reached the imperilled persons. They were twelve in number, and were the crew of the barque 'Ranger,' Capt. Morrell, of Yarmouth, N. S., and bound for Amsterdam from a southern port with a cargo of lumber. They had been out three weeks when they were struck by a squall and had their mainmast carried away. The barque was reduced to a complete wreck, and the crew managed to exist for three weeks in the exposed condition in which they were found by their rescuers. During that time

the wreck was waterlogged, and only the poop and cabin remained above the water. The steward was washed off by a wave that broke over them, and for a time his companions gave him up as lost. A returning wave washed him against the wreck, but with such violence as to dislocate his shoulder. He was dragged on board, and was among the unfortunates who were subsequently picked up by the 'Vasa.' A boy who had been at the wheel was also washed overboard when the wave struck them, but he also was among the survivors. Notwithstanding their prolonged privations and exposures, the party, when they came ashore yesterday, looked as if they had been well taken care of by their rescuers, but some of them still suffered from frozen feet and swollen hands. The captain of the wrecked barque reports that during their three weeks' exposure on the submerged craft they were passed by four sailing vessels, the last being an Italian barque, all of which seeing their peril passed them by and refused to go to their assistance. They prolonged life on a very scanty allowance of bread which was soaked through with salt water, and some dried apples. With the aid of a small lead pipe and an oil can they managed to condense a sufficient supply of water to help sustain life. They contrived to heat the water by oakum soaked in petroleum which they succeeded in igniting." After stating particulars of the terrific gale in which sails were lost, forward house, boats, and fifteen stanchions carried away, pumps disabled, and other damage sustained, Capt. Morrell proceeded: "On the 4th, at 5 a.m., we found that the ship was waterlogged, and would not stand up. We therefore cut away the mainmast, in order that she might remain on her bottom and thereby save our lives. At daylight the gale was still blowing with tremendous force, and the mainmast was lying

across the deck, making very bad work for us, as we could not get forward to clear the mainstay, which was holding the mast. All our supply of water on deck was lost, but there was a tank of one thousand gallons below. which we could get at as soon as the weather had moderated. We managed to get on the house one barrel of bread, a half barrel of apples, a firkin of butter and a These served as stores for our party of twelve For drink we had one bottle of gin, two bottles of lime juice, and one gallon of vinegar. As the cabin could not be used, we got a spare topgallantsail and put it over the spanker gaff, making a sort of tent in which we might shelter ourselves. It formed, however. a very poor refuge, for the spray, and occasionally a sea would come over us, wetting us and everything within reach, so that by the first night our bread and apples were completely saturated with salt water. The only thing to be done under the circumstances to keep ourselves comparatively dry was to take off our dripping clothes and wring them. As we could not get at the tank and did not know when we could reach it, we took the salt water tank from the wash-room, with the pipes connected, and made an effort to condense the water in the pilot house, using the bottom of the cabin stove to make a fire in. But the sea would break in through the pilot house doors and put the fire out, so that it was almost impossible to get steam enough to condense the water. But we made out to collect a little. perhaps a gallon, when a sea stove through the pilot house, taking our condensing apparatus, tearing the tank pipes, washing the steward through the door and striking him against the berth, injuring him severely. The storm had spent its fury, and on the 5th we cleared away the mainstays, got the mainmast off the deck, and tried to run before the wind, but found it impossible to

do so, as heavy seas would come over the poop, rendering it difficult for the men to hold on to the wheel and tackles. The tiller came off, and as it was impossible to secure it, the lower rudder irons were soon broken off and we had to get clear of the rudder altogether to save the stern from being torn to pieces. After two or three days the tank gave out and we had to get a five gallon oil can and arrange the pipes and start it as a condenser. The progress was very slow, as the pipes were damaged, so that at the outside we did not get more than three gallons of fresh water from this process. The topgallantsail which we had used for a tent was torn so badly by the wind that we had to get a spare topsail and make a new tent around the spanker boom. The sail being all wet we took the doors from the cabin to stretch upon. The bedclothes which we saved were wrung at night and put over us. so that we were soaked through from the time of the disaster until we were taken off. On the afternoon of the fourth day a full rigged brig passed within three miles of us, steering east. She had light colored topsides and darker colored bulwarks. On the 6th an Italian barque stood down to us, steering easterly, and asked us if we had any boats. We told them we had not, and they stood by us without making the least effort to aid us, although if they were so minded there would have been but little difficulty in taking us off. The barque's mainyard was gone, but there was nothing to hinder them from rescuing us, had not cowardice and inhumanity been predominant among their crew. They did not disgrace any nation by showing its flag, but the letters of the vessel's name, excepting the first one, which I could not make out, were 'uccari,' and I judged her to be Italian from her build. Judging from our exhausted appearance they must have thought that we

could not last long, for the vessel was breaking up fast, and we told them so, which makes their conduct more inexcusable. As the vessel was passing us, abandoning us to our fate, a countryman of theirs disrobed, with the intention of swimming to the receding vessel, but he was dissuaded from the attempt. As they could see his movements from the barque, it seemed to be the strongest appeal that could be made to their humanity, provided they had any. On the 8th a barque passed about two and a half miles to the windward of us, and with any sort of a lookout should have seen us. At the same time another barque passed to leeward of us, but was too far off to see us. On the 14th, at daylight, we saw a steamer coming towards us from the west-At 8 a. m. she passed us about two miles to the northward. She was brigantine-rigged, black funnel, and we could see the bright red below the water-line. Yet she never noticed us. Her officers must have been snug under the weather canvas. On the 15th there were a few light showers, but not enough to take all the salt out of the sails. Therefore whatever little water was obtained was very brackish. With it we soaked some of the salt out of the bread and apples. We managed also to cook some of the bread and apples in part of it, so that they might be made fit for eating. This was the only effort made at cooking while on the wreck - in fact, the only chance we had to do anything - and it was the only time we had anything like a meal, although not a very palatable one, but it was eaten with relish and thankfulness. At daylight on the 16th we spied a barque three or four miles off. We carried flare-up lights in the rigging to attract attention, but failed, as they sailed away from us. At last the barque 'Vasa' hove in sight and at once took us on board and tenderly cared for us." The "Ranger" was owned by

Dennis & Doane, N. W. Blethen, and George R. Doty. Insured \$7,000 in "Atlantic." Freight insured \$3,000 in "Pacific," \$1,500 in "Acadian," and \$1,500 in "Marine." There was an insurance on Mr. Blethen's interest in a Halifax office.

BARQUE GEORGE H. JENKINS, 582 tons, James W. Abbott master, sailed from Pensacola, Florida, on the 1st February, for Liverpool, G. B., with a cargo of pitch pine lumber, and encountered a severe gale a few days after leaving port, during which she sprang a leak, lost foretopmast, had bows and stern stove in, stanchions and bulwarks carried away, and waterways and covering board started. She put into Key West on the 16th, and was condemned and sold. Owned by Dennis & Doane, and others. Insured \$1,000 in "Atlantic." Freight insured \$2,500 in "Acadian," \$2,500 in "Atlantic," and \$2,000 in "Marine."

BRIGANTINE MILO, 208 tons, Thomas W. Vickery master, sailed from Yarmouth on the 27th January for Antigua, with a cargo of lumber, etc., and during the same night encountered a violent gale from the North, which, with the intense cold and ice, caused the vessel to labor heavily and take considerable water. tempts were made to return to port, but failed, owing to the severity of the weather. At 1 a.m., on the 28th, both pumps became choked, and as it was utterly impossible to free them, the vessel became waterlogged. They continued to steer southward, before the gale, for four days, reaching lat. 36, long. 57, on the evening of the 4th February. At 10 p.m., a steamer came close by, but continued on, although signalled and lights burning, which they could not fail to see. On the morning of the 6th the brig "Lizzie Zittlosen" hove in sight and rescued them, landing them in Portland, Maine, on the 12th February. Owned by Gilbert Ban-

derson. Cargo insured \$1,400 in "Atlantic." No insurance on vessel.

BRIGANTINE BRIDE, 178 tons, Haacke master, from Demerara, whilst lying at anchor at St. Thomas on the 23d August, during a gale, parted chains and drifted on a ledge of rocks, where she became a total loss. Crew saved. Owned by Thomas E. Kelley and S. B. Murray. Insured \$1,500 in "Marine."

SCHOONER GRAND MASTER, 108 tons, Nehemiah Hines master, from Georgetown, P. E. I., for Halifax, with a cargo of potatoes, struck on Cape Jack Ledges, near Port Mulgrave, N. S., during the night of the 20th November, and became a total wreck. Crew saved. Owned by Byron Hines and Jeremiah Murphy, West Pubnico. No insurance on vessel or cargo.

SCHOONER J. MORTON, 96 tons, Joseph B. Parker master, from Meteghan, N. S., for Yarmouth, with a cargo of potatoes, struck on Feters' Island Ledge, Brier Island, on the 17th December, and became a total wreck. Crew saved. After discharging a large portion of the cargo and being stripped, she floated off, and for several days was drifting about in the Bay. She went ashore at Church Point, where she remained until a gale on the night of the 5th February, 1882, when she floated and drifted with the ebb tide to High Head Cove, Yarmouth County, where she was broken up. Owned by Parker, Eakins & Co. Insured \$2,000 in "Commercial." No insurance on the cargo, which was also owned by the above firm.

SCHOONER S. B. NICKERSON, 33 tons, Charles W. Bent master, from Canso for Yarmouth, on a fishing voyage, caught fire off Beaver Harbor, on the 25th September, and was burned to the water's edge. The crew landed in the boat at Beaver Harbor. No insurance on vessel. Cargo insured in Halifax for \$2,000.

J. W. Hatfield, mate of the barque "Lennie," was killed at Quebec on the 2d August, by a stone falling from a ballast tub and striking him on the head. The deceased was a resident of St. John, N. B., was married, and was a cousin of the late Capt. Stanley Hatfield, who was killed during the mutiny on board the above vessel in 1875.

Thomas A. Beveridge, of Melbourne (second mate), and Martin Andersen (seaman), of Bremen, of ship "Hectanooga," were washed overboard and drowned on the 26th February. Mr. Beveridge left a widow.

Jacob Stanwood, mate of the brig "Cora," died of yellow fever at Antigua, on the 21st July. He left a widow and two children.

S. Freeman, of Barrington, second mate of barque "Talisman," was washed overboard and drowned on the passage from Liverpool, G. B., to Philadelphia, in December. He left a widow and family.

Benjamin Rees, a seaman on board ship "William," fell from the foretopgallantmast to the deck, on the 20th May, and was instantly killed.

William Brown, of Norway, seaman, on board ship "Adolphus," fell from the upper mizzentopsail, on the 4th August, and striking on the pilot house, was instantly killed.

Carl Neilsen, a seaman on board ship "Vandyck," fell from the topmast cross-trees, on the 3d August, and was instantly killed.

Schooner TWO SISTERS, 130 tons, of Sandy Cove, Digby County, was wrecked at Digby Neck in September. Insured in "Marine" office, Yarmouth, for \$2,000.

SCHOONER VIOLA, 36 tons, of Clyde River, N. S., was wrecked at Grand Manan in November. Insured in the "Commercial" office, Yarmouth, for \$1,200.

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THE "HAPPY HOME" DISASTER.

The barque "Happy Home," Capt. Coalfleet, of Hantsport, N. S., from Hamburg for St. John, N. B., in ballast, during a snow squall, struck on Trinity Ledges, fourteen miles N. by W. of Yarmouth, at 7.30 on the evening of the 3d January. She remained on the ledge two hours, when she floated off, half full of water, and about 10 o'clock fell over on her beam ends. The captain's wife and daughter - the latter eight years of age with all hands, were lashed to the mizzen chains, the sea breaking over them. The cook perished at 12 o'clock, the little girl at 1 a.m., and the mother at 4. The girl was clasped in her mother's arms, in which position they remained until their lifeless bodies were taken off the wreck. The captain's feet and the mate's hands were badly frozen; the second mate and three of the crew were also frost-bitten, but less severely. next morning the wreck was descried from the shore. and boats put off from Sanford and High Head, and rescued Capt. Coalfleet and crew of twelve men, who were conveyed ashore and kindly cared for. The dead were also brought to land, and an inquest held before N. Hilton, Esq., Coroner, a verdict being returned in accordance with the facts. The remains of Mrs. Coalfleet and daughter were forwarded by train to Hantsport, in charge of the second mate. The remains of the cook were buried in Yarmouth. His name was McDonald. and he belonged to Prince Edward Island. It is said that he perished through an act of heroism, in attempting to dive and cut the ropes which secured the boat. this purpose he divested himself of his coat, which was washed away, and he soon chilled to death. Steamers "Alpha" and "Alida" left Yarmouth on Wednesday morning for the "Happy Home," and found her about a

mile off Black Point, but could not move her, as her chains evidently dragged on the bottom. She had been in this position since Tuesday afternoon, previous to which she was drifting about with her bows under water. She subsequently went to pieces. The "Happy Home" was mostly owned by E. Churchill & Sons, of Hantsport, N. S., who were uninsured. Capt. John Smith, of Barrington, was part owner, his interest being insured for \$2,500.

THE STEAMSHIP "MORAVIAN" DISASTER.

Steamship "Moravian," of the Allan Line, Capt. Archer, from Portland, Maine, for Halifax, N. S., and Liverpool, G. B., struck on Flat Mud Island (one of the Tusket group), about 9 a. m. of the 27th December, during a dense fog. Crew and passengers were saved, brought to Yarmouth and forwarded to Halifax. The greater portion of the cargo was saved in a damaged condition, and realized good prices at auction. The steamer broke in two during a gale on the 15th December, 1882, the stern sinking in deep water. She was subsequently sold to Mr. Matheson, of Halifax, who employed divers to break up the wreck and save the materials.

1882.

Ship NOVARA, 1445 tons, G. Frank Corning (of Beaver River) master, sailed from Shields, England, on the 5th November, 1881, for San Francisco, California, with a cargo of coals, coke, bricks, and potash. On the 8th March smoke was seen issuing from the hatches, which revealed the fact that spontaneous combustion of the cargo had commenced. The hatches were battened down and made tight, the pumps set at work and every-

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thing done that was possible to extinguish the fire, but without avail. The crew immediately began making all necessary preparations for leaving the ves-The small boats were not provided with sailing facilities, and so masts were made from portions of the ship, and the boats rigged with sails. Provisions from the stores and a supply of fresh water were put in the boats. On the morning of March 13th, the flames first appeared around the mainmast. On the evening of that day, about 6 o'clock, the vessel was abandoned, being then in lat. 1.16 S., long. 114 W. A light breeze was blowing at the time. There were three boats in all that left the ship. The captain was in one boat with nine men; in another were the first mate, John D. Patten, and seven men; in the third and smallest boat were the second mate, Mr. Richards, and three men. leaving the ship the flames were seen to spread over the rigging, and about 8 o'clock the masts fell over the side. The three boats kept as closely together as possible, and sailed thus for two days; but on the third day Richards and his crew lost sight of the others. this boat there were no nautical instruments of any sort, not even a compass, the only two of the ship being This, in the end, proved a fortunate in the other boats. thing for them. The boat was kept as near to the N.E. as possible, and at night, when clear, they steered by the north star. The weather was good most of the time, and very little occurred to disturb the monotory of sailing idly along, with the boundless ocean on all sides of them. They did not want for provisions, and regular rations were served, the dog being helped with the rest of them. On the 22d March a sail was sighted. which, on approaching, proved to be the American ship "Republic," Capt. Holmes, from Liverpool, G. B., bound to Wilmington, California. They were taken on board

and treated with all possible kindness and attention by Capt. Holmes and his crew. They reached San Francisco by the steamer "Orizaba" on the 18th April, and from there telegraphed the owner the first information of the disaster. The captain's and mate's boats were fallen in with on the 16th March, in lat. 1.30 S., long. 110.45 W., by German barque "Henrique Feodore," Capt. Bahlke, from Mazatlan, Mexico, for Valparaiso, by which vessel the crews of these boats were carried to the latter port, arriving there on the 24th April. "Novara's" crew was composed of John Patten (son of John) of Hebron, mate; T. Barnard Richards, of Tusket, second mate; Charles Hunter (son of Robert Hunter, of Bridgewater), Percy Stamer (son of Rev. H. Stamer, of Hubbard's Cove), Charles Ross, of Weymouth, seamen. A son of Mr. William Waden, of Milton, Yarmouth, was also among her crew. The remainder were shipped in Shields, and were foreigners. "Novara" was owned by William D. Lovitt. Vessel insured \$7,000 each in "Commercial" and "Marine" offices, Yarmouth, and \$19.000 in Halifax offices. Freight insured \$17,000 in Halifax offices.

Ship RYERSON, 1428 tons, Edmund C. Dennis master, whilst discharging a cargo of Sydney, C. B., coals at Commissioners' Wharf, Quebec, was discovered to be on fire in the hold at 8 o'clock in the morning of July 13th. The vessel was ordered from the wharf and was towed to the mouth of the river St. Charles, and grounded on the bank. Several steam fire engines were engaged for hours pouring water into the hold. During the forenoon the foremast fell, carrying the maintopgallantmast with it. The hull was so badly burned that she was condemned and sold. Owned by the estate of Ryerson & Moses, and E. C. Dennis. Insured \$8,000 in the "Commercial" office, Yarmouth;

and \$4,000 in "Marine," \$4,000 in "Chebucto," and \$3,000 in "Nova Scotia" offices, Halifax. Freight insured \$2,500 in "Merchants' Marine," Halifax. [This is the first and only instance known of a cargo of Sydney, C. B., coals igniting from spontaneous combustion.]

SHIP JESSIE BURRILL, 1396 tons, John R. Blauvelt master, sailed from New York on the 3d April for Shanghai, China, with a cargo of hard coal and case oil. and on the 31st July encountered a severe gale from the N.N.E., with squalls. The gale continued to increase until the 3d, when at 11 a.m. a heavy sea struck the vessel on the port side, bursting in the doors and windows of the forward house, breaking boats' beams and damaging the boats, smashing in the doors, windows and skylight of the after house, flooding the cabin with water, and damaging a quantity of provisions. same sea washed away everything movable on the deck. including water casks. After clearing away the wreckage, it was ascertained that two of the crew had each one of their arms broken, and they were immediately attended to by the captain. On the 1st August, the gale still continued, heavy seas striking the ship frequently and flooding the decks. From noon the barometer kept falling steadily, until at midnight it indicated 28.06. The wind at this time blew a hurricane from E.N.E., increasing to a typhoon, with tremendous seas breaking constantly on deck, ship running before the gale. At 4 a. m. next day set close reefed spanker. and at 10 o'clock sounded, and found thirty-eighty fathoms of water. Immediately wore ship. This boisterous weather continued unabated until 1 a. m. of the 3d, when land was sighted, bearing S.W. by S., distant about two miles, and about this time several sails were split by the force of the gale. Finding that the vessel

could not weather the land, she was put before the wind, the mizzentopsail being split in doing so. sea was now breaking on board on all sides. The vessel was run under the lee of a small island and both anchors let go, when she brought up in twenty-three fathoms of water. The island proved to be Tung Ying. The vessel rolled very heavily at her anchors, and heavy seas came on board, constantly flooding the deck. All hands were set to work repairing damages, both to sails and hull, and the vessel was pumped free of water. A strong current was running W.S.W., which caused a very rough sea, at times completely submerging the stern of the ship. At 6 p.m. the wind shifted to the S.E. and increased in violence, until at 7 p. m. it was blowing a perfect hurricane, and the sea making a clean breach over the bows. The ship now began to drag the anchors; a very dangerous shore being not far distant to leeward. It was deemed expedient to cut away the spars, and in a few minutes the fore and main masts fell over the side, whilst the mizzenmast fell over the stern. smashing the top of the house, and carrying away the steering gear. The ship now held to her anchors, and the wreckage was cleared away, although the decks were constantly flooded and the cabin doors being smashed in, the cabin was full of water. The ship now swung stern to the sea, which broke over her with great violence, and fears were entertained for the safety of the crew. A portion of the cargo was then thrown overboard. The ship lay in this condition until 7 a.m. of the 4th, when the wind and sea abated considerably. A steamer was descried in the distance and a signal of distress hoisted. The steamer bore up for them, and offered to take off the officers and crew, but the offer was declined by the master, who inquired if the steamer would not tow the ship into some place



safety. The captain of the steamer, on account of the high sea running and the threatening aspect of the weather, declined to do so, but repeated his offer to take off the officers and crew. This offer being declined a second time, and the crew learning that the steamer was about to proceed, asked to be allowed to leave the ship. which was refused by the captain, who told them that their place was by the ship, and that he would not desert his vessel while there was a chance of saving her. The crew said they would not stay by the vessel, as they were in danger of their lives. The captain then said that if they did leave, they would do so at their peril. Upon this, eight of the crew left for the steamer in her boat, and the captain sent with them one of the men who had broken an arm, as previously mentioned, in order that he might receive medical treatment at Foo Chow, where the steamer was bound. The captain of the steamer then proposed to try and tow the ship to port, but upon learning that the ship's steering gear was disabled, refused to do so, but again offered to take all hands on board, which was again declined, and she then steamed off. At noon, the weather appeared very threatening with low barometer. The master went on shore, with his wife, stewardess and three of the crew in one of the boats, to procure assistance and to ascertain if there was any communication with the mainland. No assistance could be got, and the natives appeared to be hostile. The boat was sent back at 2 p. m., with orders that the captain would stay on shore that night. and that if the weather did not improve, the remainder of the crew were to collect such apparel and provisions as could be got at, and go on shore, with the idea of returning to the ship with the captain the next day, if the weather moderated. The second mate and some of the crew came away in one of the boats and landed, and

the first mate and three men, being the last to leave the ship, were obliged to lay off the beach all night, owing to the heavy surf running, and landed next day; but being badly treated by the natives put off to sea again and finally, it appears, made their way to Foo Chow. Shortly after the vessel was abandoned by all, she was seen to be on fire. The flames spread rapidly, owing to the high wind, and when the captain left the island the vessel had burned to the water's edge. The captain and crew were taken off the island on the 5th by the steamer "Toonan" and landed at Shanghai on the 7th. The "Jessie Burrill" was owned by William Burrill & Co., Charles Burrill and her commander. Insured \$30,000 in Halifax offices, and \$15,000 in "Boston Marine." Freight insured \$20,000 in New York.

BARQUE B. HILTON, 986 tons, Bradford R. Hilton master, sailed from Philadelphia on the 27th January for Antwerp, with a cargo of oil, ran aground in the river Schelde on the 24th February, and was towed off and taken to Antwerp, where she was condemned and sold. Owned by Benjamin Hilton, H. & N. B. Lewis and others. Insured \$6,700 in "Oriental," \$5,000 in "Commercial." Freight insured \$800 in "Marine."

BARQUE LOIS, 852 tons, William A. Raymond master, sailed from Rotterdam on the 18th February for Philadelphia, with a cargo of iron rails, fishplates and empty barrels, and struck on the Shipwash Sands, off Harwich, England, on the 27th, where she became a total wreck. Crew saved. Owned by John Murphy, C. E. Murphy, William Law & Co., R. B. Raymond, Joseph Burrell, McLaughlin Brothers and others. Insured \$5,000 in "Marine," \$4,050 in "Oriental," \$2,000 in "Commercial," and \$3,250 in "Boston Marine."

BARQUE PERU, 820 tons, Joseph A. Tedford master, sailed from Hamburg on the 29th September for Balti-



more, with a cargo of salt and empty barrels, and put into Bermuda on the 6th of December, short of provisions and with the loss of some sails. A gale springing up on the 9th, she was driven ashore and became a total loss. Crew saved. Owned by Killam Brothers, Bowman Corning and William Hibbert. Insured \$10,000 in the "Providence Washington" office.

BARQUE MARY LAWTON, 743 tons, Alfred N. Kimball master, sailed from Liverpool, G. B., on the 26th December, for Baltimore, Maryland, with a cargo of salt. and was completely wrecked in mid ocean on the 2d February. Seven of the crew were drowned. captain furnishes the following details of the disaster: -"We sailed from Liverpool on December 26th, ran into Belfast on the 29th, leaving finally for Baltimore on New Year's night, but at 6 o'clock it was blowing a gale from the S.W. We beat down through the Irish Sea and were detained five days in the Bristol Channel by westerly gales. We passed Fastnet light on January 18th, wind S., and had continuous gales from that time until February 2d, carrying nothing above doublereefed topsails. At midnight of February 1st we hove to, with head to southward, under maintopsail and treble-reefed spanker. The wind was about W.S.W. On the evening of the 2d, the barque shipped a heavy sea that carried away the starboard stanchions and covering board from main rigging to knight heads, dismasting the ship and bursting in the decks from forward house to knight heads, and washing away the forward house with six men. The starboard watch was on deck. The carpenter and Nicholas Neilson were at the pumps. I was holding on to the mizzen rigging. standing on the poop. I saw the sea coming off the starboard bow. It was so high that I could almost see it over the topsail vard. I shouted to the men to come

aft without delay. Neilson ran into the carpenter shop, but the carpenter sprang up on the poop. instant later and the ship was engulfed. I had taken a turn round my body with a rope, thus lashing myself to the mizzen rigging, and so the sea went over me. Hundreds of tons of water came aboard. Some idea of its weight may be had from the fact that it broke four deck beams from the foremast forward, which were fourteen inches square. When the ship rose everything went clear. Fortunately another sea did not follow it, or we should have gone right down. I saw the colored man Gibbs come up, but he instantly disappeared. Strangest of all, there was not a hogshead of water went inside the ship. All our boats except the dingy were smashed. This occurred in lat. 50.22 N., long. 32.50 W. That night we hauled the little boat back to the poop, for we knew we'd have to leave the vessel. We put a can of oil in the dingy so as to oil a drag. Then we started the pumps, pumped all night and the next day till 12 o'clock, when the Norwegian barque 'Norma' sighted us. She bore down, launched a boat in a heavy rolling sea and took us off, landing us in Philadelphia on the 3d March." Capt. Mathiesen, of the "Norma" states: "On the 3d February I sighted a wreck, and at once bore down for it. It proved to be the barque 'Mary Lawton,' of Yarmouth, N. S., from which I took Capt. Kimball; Foster Perry, chief mate; Jonathan Rodney, second mate; Hans Rasmusson, carpenter: and Charles Barnard, seaman. The finding of these men was one of the most accidental things imaginable. I was short of provisions, and finding the gales held continuously, I decided to run to the Azores for food, knowing that I could not make any headway in the direction of Philadelphia. I ran off nearly southward for a couple of days, and thus encount

wreck. The day following that on which I picked these men up the weather moderated and the wind became favorable, so I decided to come right on. I was fourteen days making Philadelphia from Newfoundland Banks. I never should have been in that part of the ocean had it not been for my intention to go to the The 'Mary Lawton' sank a few hours after the men left her." The names of the lost were: Michael McAffee, cook; Thomas Lynch, Nicholas Neilson, John Pedessen, Francis Sydgvest, Andrew Gibbs (colored), Prior to this disaster, on the 4th January, John Mohair, seaman, was lost overboard during a heavy squall, whilst reefing the maintopsail, and drowned. The "Mary Lawton" was owned by George H. Lovitt and James A. Rose. Insured \$8,000 in "Oriental," and \$7,000 in "Commercial." Freight insured \$2,500 in "Marine."

BARQUE KATE, 647 tons, James W. Larkin master, sailed from Pensacola, Florida, on the 18th February for Montevideo, with a cargo of pitch pine, and on the 28th experienced a heavy gale from the S.E. to S.W., lasting six hours, during which the vessel sprang a leak. The pumps were kept constantly working to keep her free of water. After the gale the leak diminished considerably. On the 8th March she passed through the Straits of Florida, and during the night of the 10th a N.E. gale sprang up, accompanied with a heavy sea, increasing the leak and keeping all hands at the pumps. On the 11th, at 8 a. m., as the leak had increased to five inches more water than the pumps could throw out, the ship was headed for Charleston, S. C. On the 12th, at 2.30 p. m., in lat. 31.11, long. 79.29, she was abandoned, full of water. The crew were rescued by the brig "Woodbury," Brown, from Cienfuegos, and landed at New York. The "Kate" was owned by L. M. M. Willett. Insured

\$2,000 in "Oriental," \$2,000 in "Commercial," and \$1,000 in "Marine." Freight insured \$1,500 in "Marine," \$1,000 in "Oriental," and \$1,000 in "Commercial."

BARQUE L. E. CANN, 583 tons, Brooks master, sailed from Tecolutta, Mexico, on the 30th March, for New York, with a cargo of logwood, etc., and was abandoned on the 27th April, in lat. 31, long. 79.45, in a waterlogged condition and on her beam ends. Crew were rescued by schooner "George W. Lockner," from Sagua, and landed at Philadelphia on the 4th May. The "L. E. Cann" was owned by Lyman E. Cann, of Yarmouth, and James Cosman, of Meteghan River. Insured in Yarmouth offices as follows: \$2,000 in "Oriental" and \$1,000 in "Commercial." This vessel was fallen in with off Cape Lookout on the 26th May by wrecking steamer "Resolute" and steam-tug "North America," and towed to Norfolk, Virginia, where she was condemned and sold.

BARQUE MAGGIE HORTON, 532 tons, Edward Greenwood master, sailed from Matanzas, Cuba, on the 18th February, with a cargo of sugar, and encountered a succession of gales until the 24th, during which time the vessel sprang a leak. On the afternoon of that day, being then about seventy miles S.E. of Hatteras, it was deemed prudent to run for the nearest port, as the crew were becoming exhausted and the water steadily increasing in the hold. The captain endeavored to bear up for Bermuda, but as the vessel leaked worst on the port side, and as the wind was from the N.E. and E., this was impossible. She was then kept broadside to the wind and run for Nassau, which it was hoped would be reached by the 28th. After midnight, however, the wind shifted to S.S.E., which rendered it impossible to reach Nassau, as the vessel had to be kept by t



At 8 a. m. on the 1st March, land was descried about eight miles off on the weather bow. A signal of distress was hoisted and the vessel hove to on the port tack. About an hour afterwards a boat put off from shore, and from its crew it was ascertained which place would be best to run the vessel ashore to save the cargo. At 11.30 she was beached at Cherokee Sound, Abaco Island (one of the Bahamas), where she became a total loss. Crew saved. About one-half of the cargo was saved and landed at Nassau. Owned by E. S. Williams, James D. Horton and others. Insured \$1,000 in "Marine," and \$250 in "Oriental." Vessel also insured in Halifax offices.

BRIGANTINE PREMIER, 293 tons, Miner Hemeon master, sailed from St. Martin's, West Indies, on the 4th February, for Yarmouth, N. S., with a cargo of salt, and was dismasted and waterlogged during a gale on the 22d February, in lat. 40.26, long. 66.21. Crew rescued on the 25th by steamer "Donati," and landed at Liverpool, G. B., on the 10th March. Owned by Benjamin Davis. Insured \$2,500 each in "Commercial" and "Marine." Cargo insured \$1,100 in "Marine." Freight insured \$1,000 in "Marine."

Schooner AMAZON, 42 tons, James McCarty master, from the Banks, fishing, for Pubnico, ran ashore at Pudding Pan Island, near Port Medway, N. S., on the 3d August, and became a total loss. Crew saved. A portion of the outfits and cargo saved in a damaged condition. Owned by the master. Insured \$800 in "Commercial." Outfits insured \$1,500 in the same office. This vessel was subsequently floated and repaired.

Schooner JENNY LIND, 30 tons, Edward Golden master, from Mud Island for Yarmouth, in ballast, went ashore on the south point of Ellenwood's Island, during a gale on the 16th December, and became a total loss.

The crew barely escaped with their lives. Owned by John McKinnon. No insurance.

BARQUE JOHN G. HALL, Foote master, owned by James Cosman, Meteghan River, with a cargo of lumber, from Yarmouth, N. S., for Barbados, was wrecked at the latter port on the 4th March. Crew saved. Insured \$1,000 in "Oriental" office.

BRIGANTINE HENRI COIPEL, Leander Deveau master, from Yarmouth, N. S., for Boston, with a cargo of piling, dragged ashore during a gale near the entrance of Portland, Maine, harbor, on the 25th January, and received such injuries that she was condemned and sold. She was subsequently taken off and repaired. Owned by Louis Dugau, Meteghan. Insured \$6,000 in "Marrine."

Schooner NORTHERNER, of Gloucester, Massachusetts, foundered on Georges during a gale on the 14th March. Her crew, who were all lost, consisted of: I. H. Goodwin, master; Israel Goodwin, Robert Lennox, Foster Gayton, Amos Goodwin, George Larkin, Daniel McComiskey, Thomas J. Morris, Addison M. Larkin, James Malone, Thomas Wilson—all of Pubnico and Argyle, N. S.

Schooner HARRIET, from Cow Bay, C. B., with a cargo of coal for James E. Clements, Yarmouth, struck on John's Ledge, entrance to Pubnico harbor, during a gale on the 13th December, and became a total loss, together with the cargo. Crew saved. Cargo insured \$110 in "Commercial."

Capt. David Hilton, of ship "John Bunyan," was drowned on the 10th June, in lat. 32 N., long. 41 W., whilst on the passage from New York for Shanghai.

Capt. E. F. Hilton, of ship "Tsernogora," died on board that vessel at Havre on the 9th March.

Arthur H. Beveridge (a native of Yarmouth), fell overboard from the royal yard of brig "Rocky Glen," of Boston, on the 31st March, and was drowned. The brig was on the passage from Matanzas to New York. Deceased was about eighteen years of age.

George Dennis, of Pubnico, fell overboard from schooner "Etta Gott," on the 31st January, off Thacher's Island, and was drowned.

Howard Forbes, of Argyle, one of the crew of schooner "Brenton," whilst trawling, was accidentally drowned in March, by the boat capsizing. He and his companion clung to the bottom of the boat for forty minutes and were rescued by another boat from the schooner, but Forbes died about ten minutes after being taken on board. His remains were forwarded to Argyle for interment.

William Porter (son of Capt. Samuel C. Porter, of Hebron), was lost overboard from ship "Vendome," on the passage from St. John to Liverpool, in November. and drowned.

Mr. Frederick Sims (son of Mr. George Sims, of Plymouth), fell from the mizzentopmast to the deck of the ship "Vancouver," at Norfolk, Virginia, on the 10th November and was killed.

A STRANGE COINCIDENCE.—Ship "Novara," 1445 tons, of Yarmouth, N. S., launched in 1880, sailed from Newcastle, England, on the 5th November, 1881, for San Francisco, with a cargo of coals, and was burned in lat. 1.16 S., long. 114 W., on the 13th March, 1882, the three boats' crews having been picked up by passing vessels. Ship "Norval," 1427 tons, of Greenock, Scotland, launched in 1880, sailed from Hull, England, on the 26th October, 1881, for San Francisco, with a cargo of coals, and was burned in lat. 1.30 N., long. 120 W.,

on the 4th March, 1882, the three boats' crews having been picked up by passing vessels. We do not remember of ever hearing of two such almost parallel cases — the names, sizes, cargoes, year built, dates of sailing, voyage, cause of disaster, latitude and longitude, number of boats, date of loss, etc., being almost identical. — Yarmouth Herald, June, 1883.

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Ship JOHN MURPHY, 1471 tons, George N. Cosman master, sailed from Havre on the 24th May for St. John, N. B., in ballast, and went ashore at Seal Island, N. S., on the 20th June. Crew saved. Several large holes were knocked in her bottom, and she filled with water. A wrecking crew was sent from Yarmouth, who stripped her of spars, sails, and rigging, which were taken to Yarmouth. She was floated on the 20th August, and towed via Yarmouth to St. John, N. B., where she was placed upon the blocks for examination. As the estimated cost of repairs would exceed the value of the ship, she was condemned and sold. purchased by E. Lantalum, who burned her to secure the metal in her hull. The "John Murphy" was owned by John Murphy, H. & R. Crosby, and the estate of J. V. N. Hatfield. Insured \$8,000 in "Marine," \$6,000 in "Oriental," \$6,000 in "Commercial," \$4,000 in Halifax, and \$6,000 in "Providence Washington."

SHIP VANDYCK, 1377 tons, Lemuel C. Crosby master, sailed from Sydney, C. B., in ballast, on the 22d July, for Quebec, and went ashore at the Bird Island, Gaspe, on the 24th, at 1.30 a. m., and became a total wreck. Crew saved. Owned by George H. Lovitt. Insured \$11,000 in "Oriental," \$9,000 in "Commercial," \$4,000 in "Marine," and \$11,000 in "Boston Marine."

SHIP NUNCIO, 1252 tons, Amos D. Herrich

sailed from Liverpool, G. B., on the 6th October, with a cargo of salt, and whilst proceeding down the river Mersey, about 4 p. m., in tow of two tugs, went ashore. on account of the breaking of the hawser, on the West Middle Pupp, near the entrance of that river. and became a total wreck. At 6 o'clock the New Brighton lifeboat, in tow of the tug "Rover," went to her assistance and arrived to windward of the wreck at half-past 7. It was then blowing a heavy gale from the north. In attempting to get to the ship, the lifeboat missed her, owing to the very heavy sea and darkness. The tug then went in search of the lifeboat. but could not find her till 10 o'clock, and it was then with great difficulty that the tug brought her up to the wreck again. They succeeded, however, with great danger, in rescuing the whole of the crew, the pilot. the captain and his wife. All the crew were taken on board the tug at 1.30 in the morning. The captain's wife was lashed in the mizzen top and the crew were in the rigging from 8 o'clock until 12, the sea breaking over them continually. The mate and pilot, with great difficulty, rescued the captain's wife from her perilous position, and she was safely lowered into the lifeboat. in spite of the heavy sea and her helplessness. The crew were landed at Liverpool, and the captain and his wife at New Brighton. Owned by A. F. Stoneman & Co., J. W. Moody, A. W. Blauvelt, Dodds & Jolly, J. C. Farish, and estate G. J. Farish. Insured \$10,000 in "Marine," \$7,250 in "Oriental," \$3,000 in "Commercial," \$3,500 in "Boston Marine," and \$1,500 in "Ocean Marine." Halifax.

Ship MARION, 1226 tons, Evelyn E. Robbins master, from Liverpool, G. B., for Quebec, in ballast, went ashore twenty miles west of Shallop Creek, Anticosti, on the 21st May, during a dense fog and southerly gale,

with high sea, and went to pieces in a few hours. Crew saved. Capt. Robbins gives the following graphic account of the disaster: - "The ship struck about 4 a. m., and pounded heavily on the rocks, and soon filled with water and began to break up. So we made preparations to leave. At 8 o'clock we had the boats ready, with a supply of provisions and what clothing we could take, and left the ship. We made a safe landing through the heavy surf, and found the island mostly covered with snow and ice; took a survey and was fortunate in soon finding a guide-board directing us twenty miles east to provision station. I started at once, taking two men with me and a supply of provisions, etc., for the journey, in hopes of finding some means of communicating with my owners. After walking about five miles, we came to a deep river, which we had to ford, the water being to our waists and a strong current setting out. My men at first thought it impossible to cross it, but I felt determined not to give up without a trial. I started and encouraged them to follow. We crossed safely, but found it no pleasant matter; the water was ice cold, and the current so strong we could hardly keep our feet. After five hours' hard walking over a rough beach, we saw a guide-board saying ten miles to station. This gave us encouragement, and soon after we saw a barque ashore, which gave us heart, as we soon expected to find company. When we got abreast of her, we saw where the crew had landed, but gone again. So we kept on our way, in hopes of gaining the station before dark. about two miles we came to one more large river, wider than the last and looking fully as deep. But as we were then too far away from the ship to return, we only saw one thing before us, and that was to try and face it. which we did with great danger. Soon after we came



to where the crew of the barque 'Nelson' were camping, and learned from them that their vessel had gone ashore the same morning. They had landed abreast their vessel at first and started to build a camp, but seeing a bear close by thought best to move; so took their boats and started east to a point clear of trees and brush, thinking it much safer from bears. I remained with them, and after having some hot coffee and bread, took the soft side of a plank for a bed. Next morning I awoke and imagined myself quite refreshed, after taking more coffee and bread. The captain started with me and we arrived at Shallop Creek about noon." During the passage, John Reynard, aged seventeen years, seaman, a native of Liverpool, England, fell from the maintopsail yard to the deck, and was killed. "Marion" was owned by A. C. Robbins. Insured \$6,000 in "Commercial," \$5,000 in "Oriental," and \$5.000 in "Marine."

Ship REGINA, 1212 tons, Joseph Bain master, sailed from Philadelphia, on the 15th November, for London, with a cargo of petroleum, and was abandoned on the 2d December, in lat. 38.40 N., long. 52 W. Capt. Bain furnishes the following details: - "Left Philadelphia on the 15th November. Passed the Capes on the 16th, and had stormy weather, with variable winds from the eastward, until the 30th November, but sustained no damage. At 12, noon, on the 30th, blowing a gale from Ship was hove to under maintrysail, wind increasing to a hurricane, with a tremendous sea running. 6 p. m. wind hauled to the S.W., blowing with increased violence, keeping the lee rail under water, and the ship heading up S.S.E., which brought the sea on our lee bow and broke on board, carrying everything before it - breaking boat beams, staving boats, and sweeping away everything movable about decks. Set reefed

foresail and foretopmast staysail and tried to get ship before the wind, but she was lying over so much that the rudder had no effect. After trying for half an hour to get ship before the wind the fore sheet was carried away, the sail was blown to ribbons, and the sails furled on the yards were blown to pieces in the gaskets. 10 p. m. a very heavy sea struck us on the starboard beam, carrying away the stanchions from the topgallant forecastle to the break of the poop, ripping up the tarpaulin and hatch bars. Tried to get a sail over the main hatch, but the sea making a clean breach over her the men were washed away into the lee scuppers and were with difficulty rescued. After several attempts succeeded in getting it partially secured, but it washed away again. Tried another one, but with no better success. Ship made very little water up to this time, but after this we could not keep her free. We tried to secure the hatches down in case of her filling, but could not, as the sea was breaking over continually. p. m. on the 1st December, the wind commenced to moderate, but the sea was rising and became fearful. The ship was gradually filling, as the pumps would not keep her free. Cut away the main and mizzen masts to keep her from going over. At 8 a. m. she was full of water and fell off before the sea. The main hatches were burst up and the cargo commenced to float out. the sea continually breaking over the main deck. every one aft on the poop. We were then in lat. 38.40 N., long. 52 W. At 7 a. m, on December 2d, the decks commenced to break up. At 8 a. m. cargo started from the lower hold, coming up with such force that it carried the main deck and part of the beams with it. vious to this we had made a raft, as all of our boats were smashed but one. Before the poop deck began to break up we launched the raft, and were getting the

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boat ready to launch when the ship listed over on her beam ends and threw the boat into the water with ten men besides myself. We all succeeded in getting into the boat and on the raft. The mate, second mate. steward, cabin boy and two seamen were left on the ship, one man having been drowned a short time before this. Soon after leaving we got to the raft and put all on it. except three seamen and myself, and made the boat fast to the raft, using it as a drag. About an hour after leaving the ship our boat capsized, and we lost our provisions and water. I got from under the boat and turned it over, and the men were still clinging to the thwarts. We hauled the boat up to the raft and all got on it. As we could do nothing with the boat, we We had not been on the raft more than cut it adrift. fifteen minutes when it capsized, but we all succeeded in getting on the bottom of it again. While the boat was afloat the two drifted faster than the ship; but after it capsized the ship drifted faster than the raft; consequently it came down on us again, and five men jumped on board, leaving five others and myself on the raft and eight men on the ship. The mate, steward and one seaman left the ship on a piece of the poop deck about twenty minutes after the boat and raft did, leaving the second mate, cabin boy and one seaman on her. The mate was picked up two days afterwards by barque 'Boroma,' and landed in Liverpool. The seaman who left with him drank salt water, went mad and died, and the steward was washed off. After the five men jumped on board the ship, we drifted around her stern and she drifted away to leeward; at dark we could still see the men in the mizzen chains. The next morning we could see nothing of the ship. We were in the water up to our knees all the time, and were continually drenched. with the sea breaking over us. After two days of

soaking we began to suffer terribly from hunger and thirst. On the third day our sufferings were past describing. One man went mad, and we had to lash him so that he could not get at the salt water. about 12, noon, on the 6th we sighted a sail standing towards us. He passed us about two cable lengths off. He hove to, clewed up all his sails except his lower topsails and mizzen staysail, and lay for about half an hour, when he made sail and left us. Our feelings can be easier imagined than described when we found that he had really left us, for it was hard to believe that a man calling himself a sailor could do such a thing, it being fine at the time. Another day and night were spent on the raft, with every prospect of a gale of wind from the S.W.; but through the special providence of God, at noon the next day we saw another sail standing for us, which came down to us and hove to. He put his boat out, although there was a strong breeze and a heavy sea at the time, and came and got us. We were so weak they had to lift us off the raft into the boat. We were taken on board and everything done for us that man could do. In fact, it was to the kind and skilful treatment of the captain and his officers that we owe our lives, for we were very weak, and the least mistake might have proved fatal. The man who was delirious. through kind treatment, after two days was quite conscious and doing well, and by the time we arrived in Cork we were all quite recovered. The barque that picked us up was the 'Helen Finlayson,' of Ardrossan, Capt. Alexander Baker." No tidings were received of the five men who were left on the wreck. The mate was Nehemiah C. Larkin, of Little River. The "Regina" was owned by John Murphy, J. G. Allen, estate of W. K. Dudman, Joseph Burrell, William Hibbert and others. Vessel and freight insured \$8,500 in "Com-

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mercial," \$7,800 in "Marine," and \$2,600 in "Oriental." There was also an amount in Killam Brothers' Agency.

BARQUE ACADIAN, 787 tons, Samuel J. Hatfield, jr., master, sailed from Lobos-de-Afuera, Peru, for Queenstown (for orders), on the 8th August, with a cargo of 1,175 tons guano, and encountered severe weather. during which the vessel became leaky. The pumps kept the vessel free of the water which reached the well, but the water in the between decks washed on top of the cargo and soaked into it. On reaching the lat. of 38 S., and long. 96 W., the vessel was put back and headed for the nearest port. On the 6th September, the vessel's draught having considerably increased. it was deemed expedient to put into Cumberland Bay. Juan Fernandez, where she was anchored on the 7th. with one anchor and sixty fathoms of chain. On the 8th, a heavy easterly gale and strong current set in. which caused the ship to drag, when a second anchor was let go. As the vessel still continued to drag a third anchor was let go, but without avail, as she drifted ashore on the rocks. To prevent the vessel sinking in deep water the master slipped the cables. and she swung broadside on the shore and became a total loss. Crew saved. The "Acadian" was owned by S. J. & A. M. Hatfield, and E. B. Hatfield & Co., of Liverpool, England. Insured \$5,000 in "Oriental." Freight insured \$5,000 in the same office.

BARQUE BROTHERS, 437 tons, Alfred Kimball master, from Dublin, January 25th (via Holyhead February 28th) for Yarmouth, N. S., in ballast, struck on Hawk Head, south point of Cape Sable, N. S., on the 23d March and became a total wreck. Crew saved. Owned by Lyman Cann, W. A. Cann, E. Churchill, Hugh Cann, N. B. Lewis, B. Murphy, and Edgar Jenkins. Insured \$3,000 in "Commercial," and \$600 in "Oriental."

BRIGANTINE WANDERER, 249 tons, Stephen Thomas master, sailed from New York on the 22d June for San Domingo, with a cargo of machinery, etc., and encountered heavy weather, during which she sprang a leak. Two large boilers on deck broke loose and severely strained the vessel. She arrived at San Domingo on the 14th July, and whilst lying at anchor, the foremast was carried away. A survey was held, and the vessel was condemned and sold at auction. Owned by H. & R. Crosby and David A. Saunders. Insured \$3,000 in "Commercial" and \$3,000 in "Oriental." Freight insured \$1,400 in "Oriental."

BRIGANTINE A. FRED ARCHER, 169 tons, Charles W. Porter master, from Antigua for Yarmouth, N. S., with a cargo of 340 hogsheads of molasses, arrived in Yarmouth Sound during a gale on the 12th November, She snapped one of her chains, and and anchored. was then put under canvas with the object of running into the harbor. The sails being close-reefed, two attempts were made before she could be got about, and in the meantime she had been drifting towards the south-eastern shore of Bunker's Island. She therefore put to sea again, and shortly afterwards ran into the Sound, and once more anchored. Before the sails could be furled she dragged ashore a short distance above the Hen and Chickens, where she rolled heavily until the tide went down. As the tide rose she again rolled heavily, and about 4 p. m. bilged and filled with water. Pieces of her keel were washed ashore before nightfall and strewn along the beach. A number of our townsmen, on learning the situation of the vessel, at once proceeded to the scene, and the tug "Freddie V." was also despatched to render assistance, if possible. As it became evident that nothing could be done to save the vessel from destruction, efforts were directed to the rescue of the crew, which was accomplished with difficulty. A boat was launched from the brig, manned by the mate and two seamen. They proceeded towards the shore, a line being attached to the boat's stern to pull her back to the wreck. When about midway between the wreck and the shore, two combing seas rolled over the boat, the second of which turned her bottom up. The mate jumped overboard, losing the chronometer which he carried in his hand. One of the men was under the boat, and at first it was feared that he would be drowned, but as the boat was lifted by a wave he rose to the surface, and was landed in safety with his two companions. Communication between the wreck and the shore was then effected by means of a rope attached to a barrel, which was thrown overboard and driven ashore by the force of the wind. The rope was attached to the high bluff and a boatswain's chair rigged to slip back and forth over it, and by this contrivance the captain and remainder of the crew were brought safely to land one by one. At low water the crew succeeded in getting their effects ashore in a damaged condition. During the night the spars were carried away, and the vessel was completely wrecked, together with the cargo. The "A. Fred Archer" was owned by George Crosby, of Ohio. Insured \$5,000 in "Oriental." The cargo, valued at \$9,000, was insured in Killam Brothers' Agency for \$5,000.

SCHOONER DELTA, 103 tons, Ezra C. Roach master, sailed from Cow Bay, C. B., on the 28th August, for Yarmouth, N. S., with a cargo of coal, and was not afterwards heard of. Her crew consisted of: Thomas Adams, mate; Smith Strickland, R. N. Lyngley, James Daley and O. S. Prisen. Capt. Roach left a widow, residing at Darling's Lake. The mate belonged to Church Point, Digby County, and left a widow and two

children. Strickland was unmarried and lived at Chegoggin. The "Delta" and her cargo were owned by L. E. Baker. Vessel insured \$1,000 in "Marine." Cargo insured \$250 in "Commercial."

SCHOONER SHELBURNE, 59 tons, William Larkin master and owner, whilst lying at anchor, five miles east of Louisburg, C. B., on the 2d October, with a part cargo of salt fish, parted both chains and was driven ashore during a gale, and became a total loss, together with the cargo. Crew saved. No insurance.

Schooner SILVER MOON, 56 tons, James S. Gayton master, from the Western Banks, with a cargo of about 200 quintals of fish, whilst running in for bait, at 1 o'clock on the morning of the 5th June, during a dense fog, went ashore about two miles west of the Cable Station, Tor Bay, N. S., and became a total loss. The crew took to the boat and rowed out to sea until daylight, when they found it impossible to get back to the vessel, as she had bilged and was fast going to pieces, the sea making a clean breach over her. They reached the shore in safety, saving nothing but what they stood in. Owned by Zebina Goudey. Insured \$1,000 in "Commercial."

Capt. Henry H. Purdy, master of barque "Eliza Everitt," died of yellow fever, on board that vessel, on the 9th October, whilst on the passage from Pensacola, Florida, to Dublin. Capt. Purdy succeeded Capt. Samuel E. Flint, in command of that vessel, the latter having died whilst the vessel was loading at Pensacola, on the 20th September.

Mr. Howard Porter (son of the late Mr. Jacob E. Porter), of Hartford, second mate of barque "Tancook," whilst that vessel was lying at Batavia, Java, on the 8th February, fell from aloft to the deck and was

instantly killed. His father and sister both died about the same time the accident occurred, although tidings of his death were not received until several weeks afterwards.

Alfred Porter (son of Capt. Cæsar Porter), of Tusket Wedge, fell overboard from the jibboom of schooner "Kelso," on the 7th February, on the passage from St. Martin's to Tusket Wedge, and was drowned.

The Gloucester schooner "James P. Bliss," foundered during a gale on the Banks, on the 28th August. Her crew consisted of: Rupert D. Jeffery, master, and Henry Smith, cook, of Argyle; Joseph D. Surette, Henry L. Surette, Louis O. Babin, Henry G. Surette, Peter LeBlanc, Ambrose LeBlanc, Alex. LeBlanc, Louis D. Doucette, Edward Muis, Frank Clermont, Athanasius Muis—all of Eel Brook.

Ambrose Amero, of Tusket Hills, was among the crew of the schooner "Waldo Irving," of Gloucester, Massachusetts, which was lost during the same gale as that in which the "James P. Bliss" foundered.

Henry Ryder, of Argyle, was drowned by the capsizing of a dory whilst trawling on the Banks in March.

Albert Goodwin, of Argyle, left his vessel in a dory to draw a trawl, on the Banks, and was not afterwards heard of.

Joseph F. Muis, of Sluice Point, whilst trawling on the Banks, in June, was drowned by the capsizing of a dory of a Gloucester schooner.

1884.

At the conclusion of our labors in compiling this "Appendix," it affords us great pleasure to state that up to the present date (September 4th), only eight lives have been lost in connection with our shipping this year.

Ship EDGAR, 1116 tons, Samuel N. Durkee master, sailed from Liverpool, G. B., on the 15th January for Delaware Breakwater, in ballast. On the 22d, when about twenty-five miles west of the north coast of Ireland, she encountered a severe gale, during which she became dismasted, and was driven near the coast of Scotland. As there was no hope of saving the vessel, the crew took to the boats and landed at Canna Island. The ship was not afterwards heard of. Owned by H. & R. Crosby, L. E. Robbins and others. Insured \$6,000 in "Commercial," \$2,100 in "Oriental," and \$4,800 in Killam Brothers' Agency.

SHIP J. C. ROBERTSON, 1036 tons, Charles Morrill master, sailed from Pisagua, Peru, on the 29th February for Hampton Roads (for orders), with a cargo of nitrate, and experienced very severe weather on the 23d March, in lat. 40 S., long. 88.30 W., which caused the ship to labor heavily and to leak seriously. The crew kept constantly at the pumps. The captain put back and endeavored to reach Valparaiso, but in consequence of the heavy sea the vessel had to be kept before the wind, and an in-shore course steered. At midnight on the 30th land was sighted, and the course altered from N.E. to N. by W. At 2 a. m., the wind failed, and the vessel having no steerageway, drifted on the rocks between Fore Point and Rapel Shoal, about thirty-five miles south of Valparaiso, and immediately became a total wreck. The crew had barely time to launch two boats and abandon the vessel, with but very little of their effects. They reached the shore in safety. Owned by L. E. Baker and others. Vessel insured \$2,800 in "Commercial" office, Yarmouth, and \$7,000 in Halifax. Freight insured about \$7,000 in "Providence Washington," and \$2,500 in "Western." Disbursements insured \$2,500 in "Eastern."

BARQUE SOUVENIR, 828 tons, Arthur H. Parker master, sailed from St. John, N. B., on the 3d March for Liverpool, G. B., with a cargo of timber and deals, and was abandoned on the 17th, in lat. 39.50 N., long. 35.28 W., waterlogged, dismasted and with decks broken up. Crew saved and landed at Falmouth, England, on the 1st April, by barque "Perkons," Capt. Ancour. The wreck of the "Souvenir" was towed into Flores, Fayal, on the 1st June, and a large portion of her cargo was landed in good order and forwarded to Liverpool, G. B., by steamer "Naranja." Owned by William D. Lovitt. Insured \$2,000 in "Commercial," \$7,000 in Killam Brothers' Agency, and \$5,000 in "Marine," of Halifax. Freight insured \$3,000 in "Commercial."

BARQUE CHAMPION, 799 tons, William C. Gardner master, sailed from Baltimore, Maryland, on the 22d January for Hamburg, with a cargo of coal oil, and on the 27th encountered severe weather. At 6 p. m. on that day the wind blew in heavy N.E. squalls, with barometer falling rapidly, the ship being under two lower topsails only. At 10 p. m. the wind died away to a calm, leaving a heavy confused sea. At 11 p. m., the wind suddenly veered round to N.N.W., and blew with hurricane force. At 1 a. m. on the 28th the main hatches were burst in, and the captain was called on deck, who told the second mate to put the helm hard up, but before it could be done the ship capsized. The mate, who was in his room below, furnishes the rest of this sad account as follows: - "I tried to open my door, but could not, as the cabin was full of water, and it kept pouring in through my room window. I struggled to the window, when the ship righted a little, and got through, carrying the frame with me round my body. On reaching the deck I could see nothing but water. The fore and main masts were gone, together

with houses and boats. I made my way aft and got into the mizzen rigging and remained there till daylight, being all but naked. At daylight I saw one seaman hanging to the wreck by the main braces. got him (Vinke) on board, and later on found the steward and two seamen aft in the cockpit, close by where the wheel had been. I could find no others. The captain, second mate and six men must have been washed overboard when the ship went over. Till the 28th the wind blew hard from the N. with a heavy sea. At 11 p. m., saw a steamer's lights, but had nothing to make a torch. On the 29th, blowing hard and high sea, ship settling down more. Made a raft with spanker boom and gaff, one man keeping look-out. January 30th, same weather, nothing in sight, ship deeper in water, cargo floating out. On the 31st, daylight, saw a steamer's smoke. A high sea over the wreck. steamer, which proved to be the 'Sirocco,' alter her course and keep towards us. She came close to us, put out a lifeboat, and took us all from the wreck to the 'Sirocco,' where we were most kindly treated." At the time of her abandonment the "Champion" was a complete wreck, and was settling down fast. The logbook and other papers, together with the crew's effects, were all lost. The "Sirocco" arrived at Liverpool on the 11th February. Capt. Gardner was a native of South Shields, England, and was unmarried. The second mate was Mr. Henry Foster, a native of Gloucester, Massachusetts. The master of the "Sirocco" states that the rescued men were in a pitiable condition, all of them more or less bruised and cut, their clothes in tatters, their feet wrapped in sail cloth, and had neither eaten nor drank anything since the 27th, and all that time fully exposed to the weather. The wreck was left by the "Sirocco" at 9 a. m., January 31st, lat. 37.50 N., long. 67.32 W. The "Champion" was owned by John Murphy and others. Vessel and freight insured \$6,000 in "Commercial," \$4,000 in Killam Brothers' Agency, \$1,200 in "Phænix" and \$700 in "Boston Marine." Disbursements insured \$2,000 in "Phænix."

BARQUE A. GOUDEY, 717 tons, Robert Hibbert master, sailed from Philadelphia on the 1st May for Havre, with a cargo of crude oil. On the morning of the 17th, in lat. 44 N., long. 34.30 W., with a light S.E. wind and fine weather, ship under all sail, an explosion occurred. which shook the vessel violently all over and burst up the main hatches. Smoke immediately rose from the hold through the hatches and ventilators. The captain and second mate were amidships at the time, with the watch on deck. As quickly as possible all hands were called to pour water into the hold through the pumpwell hatch, but the smoke increased; whereupon all the hatches and ventilators were closed and everything done to smother the flames, but without success, as the fire below kept increasing. A ship was sighted to the westward, which afterwards proved to be the German ship "Amphitrite," from New York for Bremen, when signals of distress were hoisted and sail reduced to the lower topsails. The "A. Goudey" was wore round to the westward, and two boats got in readiness for any emergency. The smoke and heat still increased, and at 1 p. m., as the "Amphitrite" was laid to about two miles off, and her chief mate had boarded the burning vessel, a consultation was held and it was decided to abandon her. Some provisions and sails were passed into the boats, and at 6.30 p. m., as the smoke became more dense and the decks fore and aft were getting very hot, they repaired to the boats and were soon on board the "Amphitrite," which immediately bore away to keep clear of the burning vessel. At 7.30 p. m.

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flames were seen to burst out from the after part of the "A. Goudey," the fire from that time spreading rapidly. At 9 p. m. the mizzenmast went over the side, and at 10 p. m. she was entirely in flames, fore and aft, when the "Amphitrite" proceeded on her voyage. On the 27th, at 8 a. m., the officers and crew of the "A. Goudey" were transferred to the steamship "Scotland," from Montreal for London, and were landed at Thames Haven on the 28th. The "A. Goudey" was owned by L. E. Baker. Insured \$4,000 in Halifax. Freight insured \$3,500 in New York.

BARQUE YARMOUTH, 698 tons, Richard C. Read master, sailed from Trapani, Sicily, on the 23d August, 1883, via Gloucester, Massachusetts, 28th December, for Yarmouth, N. S., with a cargo of salt, mistook the lights and went ashore at Sunday Point, in Yarmouth Sound, at 2 o'clock a. m. on the 4th January, 1884, and went to pieces. After several ineffectual attempts to secure a line to the shore from the ship, the vessel was descried by the residents of the neighborhood, who repaired to the shore, when the rope was made fast and those on board were rescued. The captain's wife, who was a passenger, was saved in the same manner. Several of the crew and Mr. James Allen (who resided near the scene of the disaster) had their hands frostbitten. Owned by L. E. Baker, S. P. Raymond, E. P. Raymond, R. M. Beveridge and R. P. Trefry. Insured \$4,000 in "Marine," and \$4,000 in "Commercial." The cargo was owned by A. F. Stoneman & Co. and Hatfield, Kinney & Co., and was insured in the "Commercial" for \$2,500. Freight insured \$1,000 in "Commercial," and \$1,500 in "Ocean Marine," of Halifax.

BARQUE GEORGE PEABODY, 693 tons, Peter E. Stuart master, sailed from New York on the 9th February for Dunkirk, France, with a cargo of petroleum,

and was caught in the ice on the 23d, and disabled. She was abandoned and subsequently destroyed by fire. The following account of this disaster is copied from the New York Herald, of March 9th: - "Among the many accounts of escapes from shipwreck which have been chronicled during the past few weeks there is none which will command more general attention than that which records the rescue of thirteen men from the barque 'George Peabody' by the steamer 'Gloucester,' of the Great Western steamship line. The 'George Peabody' sailed from New York on February 9th for Dunkirk, and on the 14th she left New London. encountered a succession of heavy gales up to the 22d, and at 2 o'clock on the morning of the 23d ran into a field of ice. The barque soon got clear of the drift ice. but was in danger of dashing against the immense bergs that towered on all sides. A few hours later the barque again ran into a field of ice, and Capt. Stuart gave orders to take in all sails and lie by till daylight. then found that the bow ports and bow had been stove in and the cutwater and stem carried away. In order to lighten the barque forward, three hundred barrels of oil were thrown overboard and the pumps were started. The barque, however, began to fill rapidly and signals of distress were hoisted. At three o'clock that afternoon a western bound steamer saw the signals and steered for the barque, but when about three miles distant found that she could not reach her on account of the ice and pursued her course. The next morning two hundred and fifty more barrels of oil were thrown overboard, but the vessel was so damaged that the men were in despair. On the 25th it was discovered that the rudder had been washed away and that the icebergs were rapidly surrounding the barque. Soon, however, the ice loosened and clear water was reached. The

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pumps were now kept hard at work and anchors and chains were thrown overboard. At 2 o'clock in the afternoon the man aloft caught sight of a vessel bound west, and after a few moments of suspense announced that she was steering towards them. Capt. Stuart then ordered the boat to be lowered and the men to go off in two batches to the steamer. This was done, and in a short time the entire crew stood on the deck of the steamer 'Gloucester,' which was on her way from Bristol, and arrived at New York on the 9th." Capt. Stuart added that they abandoned the "George Peabody" in lat. 42.22, long. 48.57. There was a fire in the galley, forecastle and cabin and the decks were reeking with Soon after leaving her she was discovered to be on fire, and during that night was burned to the water's edge. Owned by L. E. Baker and Charles Morrill. sured \$3,000 in "Commercial," office, Yarmouth, and \$4,000 in "Ocean," of Halifax. Freight insured in New York.

BRIGANTINE CORA, 233 tons, Charles W. Carty master, sailed from Yarmouth, N. S., on the 4th July for Bridgewater, N. S., in ballast, and went ashore on the 6th, during a thick fog and heavy sea, at Little Hope Island, where she became a total loss. Crew and passengers saved. Capt. Carty's wife and son, and Miss Grace Baker (daughter of Mr. Norman S. Baker), were on board. Owned by E. S. DeLisle, of St. Kitt's, West Indies, and the master. Insured \$5,000 in "Commercial," and \$1,500 elsewhere.

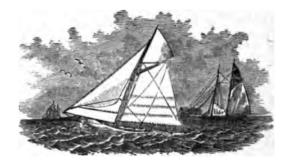
Schooner LAURA GERTRUDE, 47 tons, James F. Roberts master, from the Banks with about half a fare of fish on board, was driven ashore on Sunday evening, July 20th, at Saint Esprit, Cape Breton, whilst seeking bait in that vicinity, and became a total loss, together with the cargo and outfits. Crew saved. Owned by



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A. F. Stoneman & Co. Insured \$1,200 in "Commercial." Outfits insured \$1,400 in the same office.

Mr. Howard Durland, a passenger, and Miss Smith, stewardess (daughter of Mr. Amaziah Smith) of the steamer "City of Columbus," from Boston for Savannah, Georgia, were drowned at the stranding of that steamer at Gay Head, Cape Cod, on the 17th of January. Of one hundred and thirty persons on board, only twentynine were saved.



ABSTRACT OF VESSELS LOST.

1876	3.	1880.					
4 Ships,	3.811	tons.	3 Ships.	3.441 tons			
2 Barques,	1 269	66	3 Ships, 3 5 Barques, 3	3.773 "			
1 Brig,		4.	1 Brig,	282 "			
			1 Brig, 1 Brigantine,	139 "			
6 Brigantines,	809	••	2 Schooners,	150 "			
7 Schooners,	271	• •	$\frac{1}{12}$ vessels,	7,785 tons.			
20 vessels, .	6,437	tons.	1881.				
1877	7.		2 Ships,	2,062 tons.			
3 Ships,	2 074	tone	7 Barques, 6	6,205 "			
3 Barques,	0,012	"	2 Brigantines, 3 Schooners,	386 "			
5 barques,	2,107		3 Schooners,	237 "			
1 Brig,	261	"	14 vessels,				
1 Brigantine,			•	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			
3 Schooners,	160	**	1882.				
11 vessels,	5.800	tons	3 Ships,				
II VORRCIA,	0,000	tone.	7 Barques,	5,163 "			
1878	3.		1 Brigantine,	293 "			
			2 Schooners.	72 "			
1 Ship,			$\overline{13}$ vessels,	9.797 tons			
6 Barques,	4,189	••	•				
3 Schooners,	197	••	1883.				
			5 Ships, 6	3,538 tons.			
10 vessels,	5,851	tons.		1,324 "			
			2 Brigantmes,	418 "			
1879			3 Schooners,	218 "			
1 Steamer, 8 Ships,	72	tons.	12 vessels, 8	3.498 tons.			
8 Ships,	9,278	46	ŕ	,			
7 Barques,	6,090	"	1884.				
1 Barquentine	433	"	2 Ships, 2	2,152 tons.			
2 Brigantines,			5 Barques, 3	3,735 "			
12 Schooners,			1 Brigantine,	233 "			
			2 Ships, 2 5 Barques, 3 1 Brigantine, 1 Schooner,	47 "			
31 vessels,	16,986	tons.					

RECAPITULATION.

Vessels Lost previous to 1876			Vessels Lost sines 1875.					
1 Steamer,	352	tons.	1	Steamer,	72	tons.		
18 Ships,	14,588		31	Ships,	36,090	"		
98 Barques.	49,621	46	44	Barques,	33,915	"		
84 Brigs,	18,367	"	1	Barkt.,	433	"		
99 Brigts.,	13,391	"	3	Brigs,	770	44		
289 Schrs.,	16,328	"	16	Brigts.,	2,808	44		
7 Sloops,	230	"	36	Schrs.,	2,123	4.		
596 vessels,	112,877	tons.	132	vessels,	76.211	tons.		

GRAND TOTAL.

2	Steamers,		•		•	•	424	tons.
49	Ships,			•	•		50,678	"
142	Barques,			•			83,536	"
1	Barquentin	ıe,			•		43 3	66
87	Brigs,					•	19,161	46
115	Brigantine	в,			•		16,175	"
325	Schooners,		•		•		18,451	46
7	Sloops,	•	•	•	•	•	230	"
$\overline{728}$	vessels,					•	189,088	tons.

RECORD OF YARMOUTH SHIPPING - APPENDIX. 177

INSURANCES PAID BY YARMOUTH OFFICES ON TOTAL LOSSES.

Previous	to 1876.	Since 1875.			
Marine,	\$821,455	Marine,	\$229,830		
Acadian,	380,900	Acadian,	131,600		
Commercial,	333,025	Commercial,	343,845		
Atlantic,	301,020	Atlantic,	151,525		
Pacific,	144,500	Pacific,	189,000		
Oriental,	20,800	Oriental,	263,096		
Total,	\$2,001,700	Total,	\$1,308,896		

GRAND TOTAL.

Marine,		•		•	•	. \$	1,051,285
Acadian,			•				512,500
Commercial,						•	676,870
Atlantic,							452,545
Pacific,		•					333,500
Oriental,	•	•	•				283,896
Total,				•	•	. \$	3,310,596



WILLIAM LAW & CO.,

WHOLESALE RETAIL GROCERS

AUCTIONEERS

- AND --

COMMISSION MERCHANTS.

Boston Marine Insurance Company:

Paid Up Capital, \$1,000,000.

SHOE AND LEATHER INSURANCE COMPANY:

Capital, \$600,000.

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President: C. ROBBINS.

ITS MISSION AND PURPOSES.

1.—To give all material aid in its power to its members and those dependent upon them

2.—To establish a fund for disabled members by accidental injury.

3.—To establish a Widows' and Orphans' Benefit Fund, from which, on the satisfactory evidence of the death of a member of the Society who has complied with all its lawful requirements, a sum not exceeding five thound dollars shall be paid to his family or those dependent on him, as he may have directed.

Expenses of Management limited to Membership Fee and Annual Dues Cost of Admission for \$1000 Bond, \$5; for \$3000, \$6; for \$3000, \$7; and for \$5000 \$9. Annual Dues each year thereafter half the amount of admission.

ACCIDENT ASSURANCE
In combination with Death Benefits, on the net coet plan, is original with the MUTUAL RELIEF SOCIETY OF NOVA SCOTIA.

To relieve the distress of disabled members from accidental injury, quarterly dues have been arranged for that purpose, and members who so desire at any time may have such weekly accident benefit as they may choose to pay for, not exceeding 25 dollars By this provision, if a member becomes disabled, his Accident Benefit will be ample to pay all dues and furnish support for his family.

Some Reasons why you should become a Member of the Mutual Relief Society of Nova Scotia.

Some Reasons why you should become a Member of the Mutual Relief Society of Nova Scotia.

It is admitted that every man of only ordinary wealth, and having others dependent on him, should provide, if possible, for their future support in case of his death. The Mutual Relief, duly incorporated by Act of Legislature, offers you a plan to make such provision at the lowest possible cost. It is the only Benefit Society in the Dominion, which is purely Mutual. The cost of admission is much less than any other, and any sum saved from this fund belongs to, and may be divided among. All the members The members elect the officers of the Society.

The small sum as stated on the table furnished, is all that each member has to contribute to the indemnity fund on the death of a member After admission there are no expenses except the annual dues and assessments for the fund to meet the claims by death.

Thirty days' notice will be given for the payment of assessments and dues and members not paying within that time stand suspended. A death claim will be paid within sixty days of proof thereof is due form.

While the majerity of assessment societies charge a larger sum as mortusry assessment than is required, and others in addition add the cost of collection; this society only assesses for the net amount needed, and pays for the cost of collection from the entrance fees and annual dues.

An advance assessment is required from each member, which enables the Directors to pay a death claim as soon as approved. There is now in Bank Indemnity Fund near two thousand dollars.

During the year 1883, death claims were paid, amounting to \$3,617.36, and Bonds amounting to \$419,000.00 were issued to 240 members. Additional members are being added daily.

The amount saved during the two years from Admission Fees and Annual Dues, which belongs to Bond-holders amounts to \$4,072.44.

The present membership enables the Society to pay a claim under a \$1000 Bond in full

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A. E. WEARE, Proprietor.

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RATES:

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REPAIRS to VESSELS can be done flore CHEAPLY.

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OAK TANNED LEATHER BELTING,

Extra and Standard Quality Rubber Belting.

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